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KURT REISWEBER

Railroading in Richmond

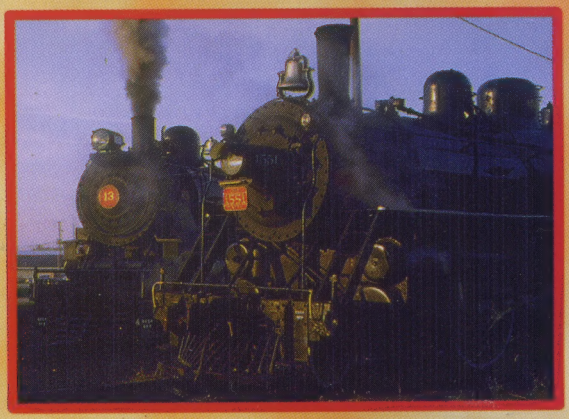
Eureka 4-4-0 on C&TS — Farewell to Amador Central

Steam Fest '97!

Railfan Weekend!

September 20 & 21, 1997 in Coshocton, Ohio

OHIO CENTRAL
THE BUCKEYE ROUTE



FIVE Steam Engines!
Passenger Photo Runs!
Freight Photo Runs!
Side-by-Side Running!
Freight Doubleheader!
Passenger TRIPLEHEADER!
Cab Ride Raffles!
Night Photo Session with Jim Boyd from "Railfan Magazine!"

Saturday September 20

Ohio Central 4-6-0 #1551 pulls a passenger train while 2-8-0 #13 handles a freight train from Dennison, Ohio to Coshocton. We'll do several photo runs with BOTH TRAINS! A box lunch on the train is included in the ticket pric

The Night Photo Session - Saturday Night

We'll have 5 STEAM LOCOMOTIVES posed for pictures, including 0-4-0T #3, 4-6-0 #1551, 2-8-0 #13, 4-6-2 #12 and ex-Reading 4-8-4 #2100. The Night Photo Session is an extra costs event, not inluded in the train ticket price.

Sunday September 21 - The BIG Day!

Westbound from Cochocton, 4-6-2 No. 1293 - our newest engine - handles the passenger train while No. 1551 and No. 13 doublehead the freight train! We'll do some runbys with both trains, then a little side-by-side action, and finish up with some runbys with ALL 3 ENGINES ON THE PASSENGER TRAIN - A STEAM TRIPLE-HEADER!

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Price includes tickets on BOTH trains, a box lunch BOTH days and 1 FREE Cab Ride Raffle Ticket!
Additional Cab Ride Raffle Tickets will be available on board the trains. Sorry, one day tickets are not available.

Night Photo Session Tickets - $20 per person

Space is VERY LIMITED for this event

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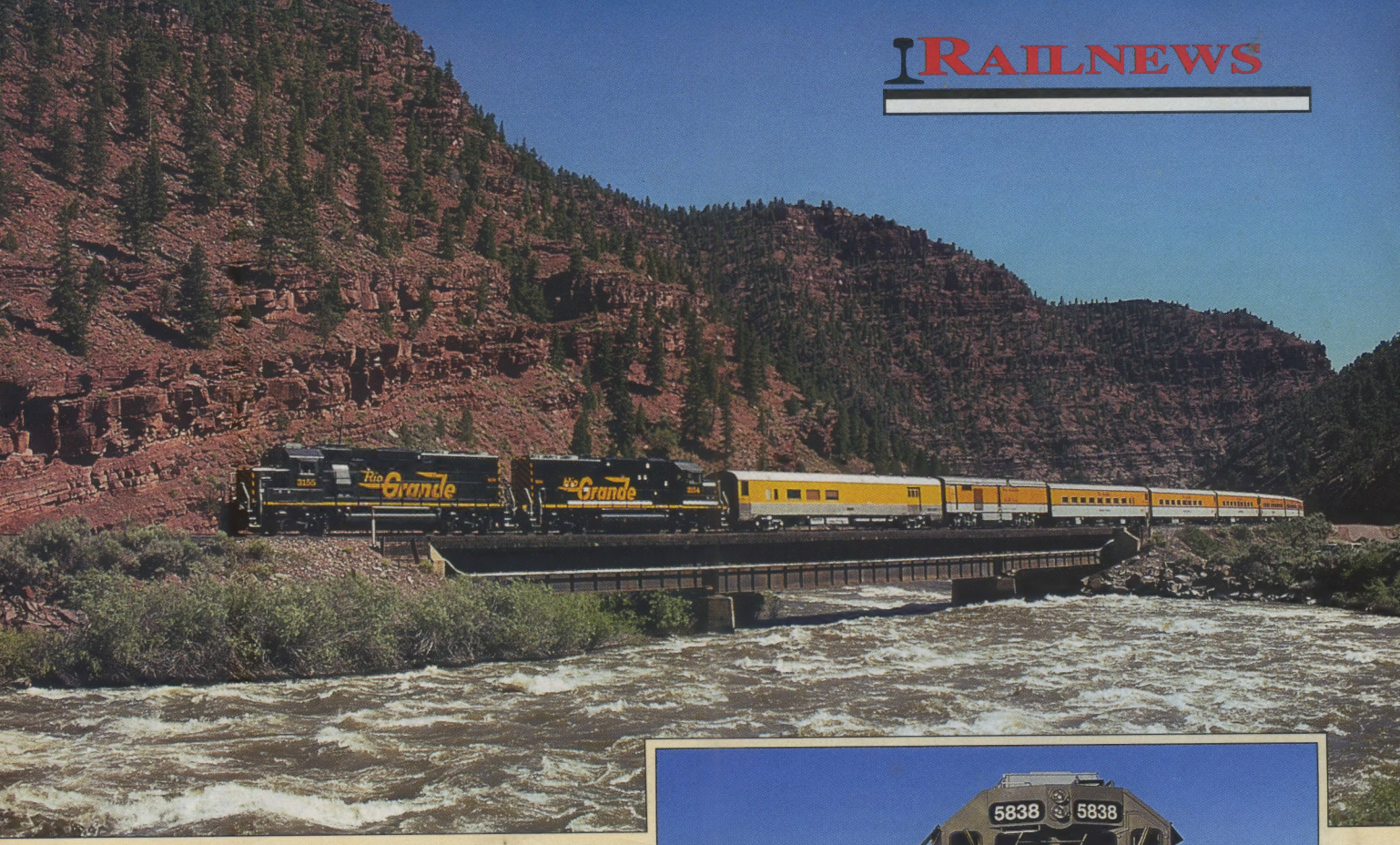
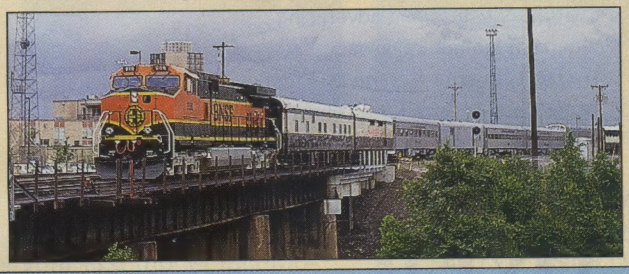
Trains run rain or shine. Due to the historical nature of the equipment, the train is not handicap accessible. All trains operate on the former Pennsylvania Railroad "Panhandle Division" now the Columbus & Ohio River RR. Ohio Central reserves the right to substitute equipment as necessary to meet operational requirements



UP's SKI TRAIN AND BNSF's EMPLOYEE APPRECIATION Special were both in the Denver area in June. Former D&RGW GP60 3155 **(above)** led the ski train eastbound at Dotsero, Col., on June 29, while UP 5838 had the same consist as the "Hillary" train at Denver Union Station **(right)** on June 20. BNSF 956 **(below)** was at 31st Street yard in Denver on June 6 with the employee train; the 9751 **(bottom)** was at Union Station on June 7. See RAILNEWS.



ABOVE AND LEFT FUJI SENSIAS: A.J. ERLICHMAN

KODACHROMES: BELOW, CHIP SHERMAN / TOP, STEVE BARRY

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From the Publisher's desk: Cooperstown Memories

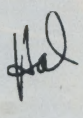
Cooperstown, New York, is a pleasant country community with a good hospital, a big old country hotel on a lake, a farmers' museum and the Baseball Hall of Fame. In winter there is plenty of parking, but during the tourist season you park on the outskirts of town and take the trolley in, which is really a bus built to look like a 1910 trolley. Smack in the center of town is the northern terminus of the Cooperstown & Charlotte Valley Railroad and its large cream-colored two story railroad station. This building serves as the headquarters of the Delaware Otsego Corporation, operators of the New York Susquehanna & Western Railroad and other short lines. It's hard to realize that Susquehanna freight trains running 150 miles south, near the Carstens offices in Newton, N.J., are dispatched out of Cooperstown by radio.

Some years ago, I met with Walter Rich, DO president, who showed me around Cooperstown, after which we drove a short distance to a new metal, single-stall engine house. He asked if I'd like a ride to which I responded, "Sure!" Inside was a maroon Alco RS2 with a yellow stripe and lettered Kingston Terminal 100. I helped open the huge door while Walter started up the venerable engine for the 15-mile run to Cooperstown Junction. En route we passed C&CV 0-6-0 No. 2, a truckless ex-Delaware & Hudson arch-roof mail car, a wooden red wedge plow and a few other pieces of equipment. Big black DO boxcars with full length doors were seen along the route at a lumber yard, while other DO boxcars in blue paint were spotted at other locations. I was able to help Walter by pulling the cord to sound the chime horn as we passed intersections.

The C&CV dates back to 1869 and was acquired by the Delaware & Hudson in 1903. Passenger service was discontinued in 1937, and freight service ended in the late 1960s. The DO, with Walter Rich at the helm, bought the line in the 1970s. The DO Corporation has since moved on to ship large intermodal trains, and the C&CV has been embargoed for some time now. Back when I rode the line one truss bridge had a ten mile per hour speed restriction placed on it, and overall maintenance on the line was next to nothing.

For several years now the Leatherstocking Railway Historical Society (NRHS) has eyed the line with its potential for tourist traffic and also to help alleviate Cooperstown's serious parking problems. On July 1, 1997, the LRHS paid $650,000 for the line. It had already received a $900,000 federal transportation grant and another $250,000 from New York State to get the ball rolling. After necessary upgrading of track, the society hopes to have four to five trains running every day for the 1998 season. A diesel and coaches are planned along with a first class and commissary car. Steam? Perhaps in the future — let's keep our fingers crossed. The Leatherstocking group also has a sizable equipment collection which they plan to display at Cooperstown Junction. You may be asking where the word "Leatherstocking" comes from. I suggest reading up on your James Fenimore Cooper.

The question I pose is how is Walter Rich going to get any work done when those trains start rolling up to his office?



RAILFAN & RAILROAD

OCTOBER 1997/VOL.16 NO.10

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COVER

The hulk of the former-C&O tugboat *W.J. Harahan* rests in Great Ship Lock Park in Richmond, Virginia, as an eastbound CSX Wheelwright coal train on the viaduct behind. Kurt Reisweber shows us all about railroading in the Capital of the Confederacy beginning on page 32. Kodachrome by Kurt Reisweber.

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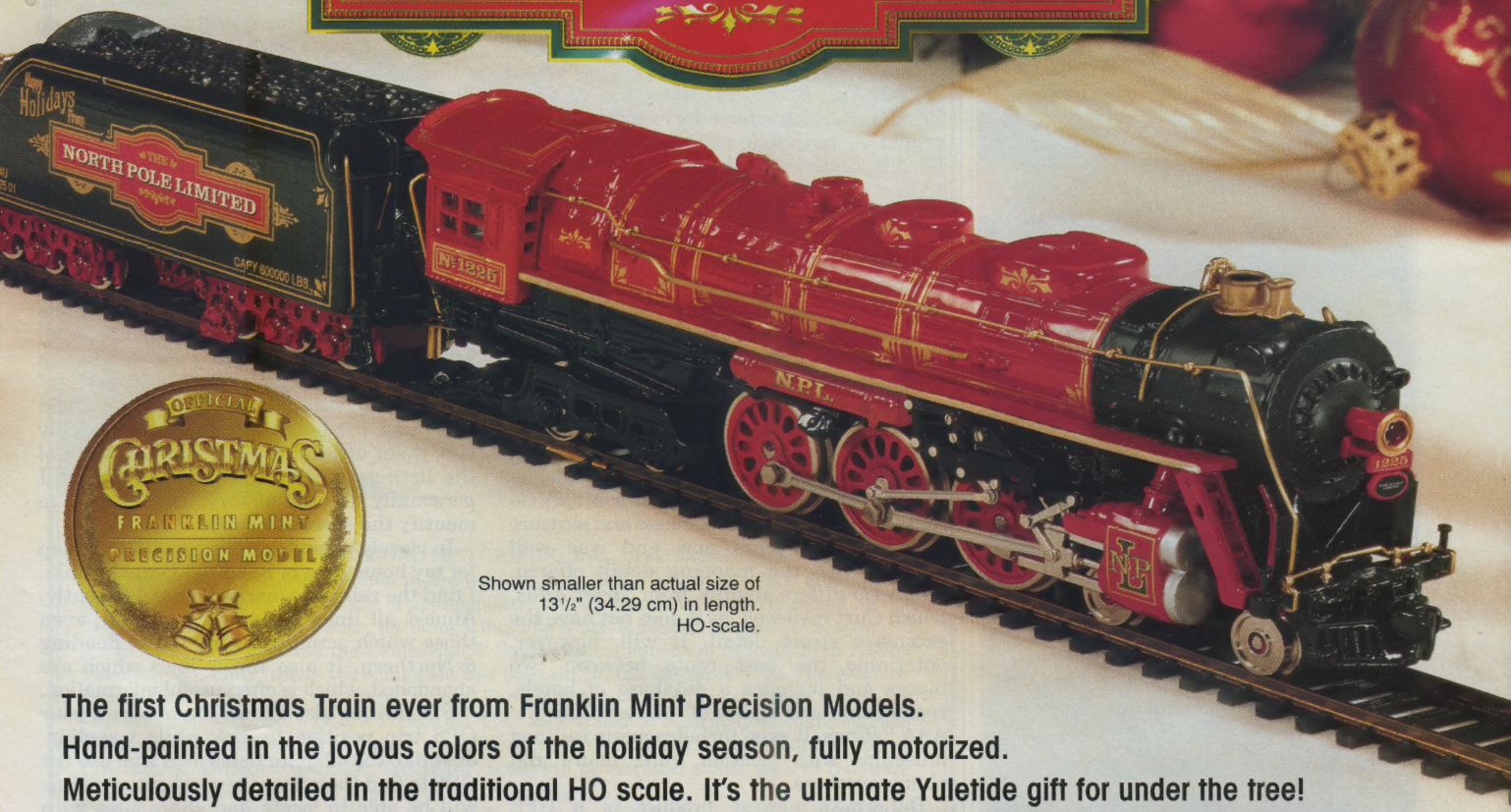

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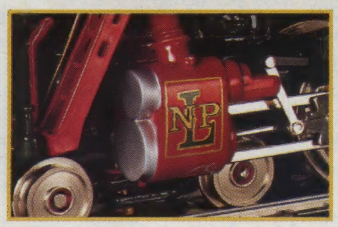

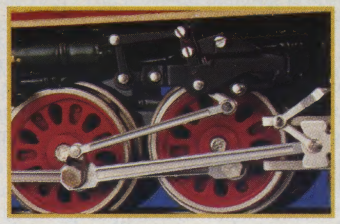

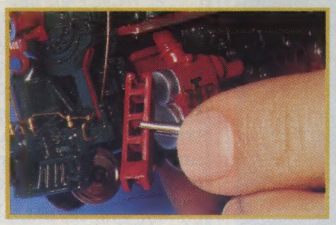

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FANMAIL

Main line steam

Anyone who has wondered by Frisco 1522 and SP 4449 are allowed to operate on BNSF and SP&S 700 and Santa Fe 3751 are not should read and re-read Tom Kelcec's well-written and very informative "Frisco 1522 and the BNSF" in the August '97 R&R. BNSF's Jim Schwinkendorf was more than candid — no public relations babble here. Read it, understand it and practice it.

BRAD S. MILLER
Incline Village, Nev.

Tracking tracks with DeLorme

I recently received a GPS tracking unit from DeLorme Mapping Company and while using it on business in the Chicago area realized how useful it might be while railfanning. I was mentally preparing my thoughts for a brief article when I saw in the April 1997 R&R that Curt Bianchi has already discovered DeLorme and used both their hardcopy maps and mapping software.

I have been using DeLorme's *MapN'Go* software when planning business and pleasure trips for two years now and was well pleased with the mapping detail offered. *MapN'Go* differs slightly from *Street Atlas,* which Curt reviewed, as it does not have the extensive street detail. It will, however, determine the best route between two places and includes a database of hotels, restaurants and sights of interest from the AAA listings. It even includes many railroad museums with location, rate, hours and phone numbers.

DeLorme's newest product is a GPS receiver which connects to the serial port of your laptop computer. It works in conjunction with both the *Street Atlas* and *MapN'Go* software to place your location on the map shown on your laptop screen. As your vehicle travels, the arrow on screen changes direction and location to track your movement. You can see not only where you are, but by zooming out, see your destination. With *MapN'Go,* your predetermined route will also show on a screen.

Although the defense department purposefully introduces an error in the signal for civilian use, I have found the 100-200 foot difference to be only a minor distraction. It is easy enough to see which road you are closely paralleling on the screen. It is also very handy to see cross streets coming up well ahead of the turn. With *Street Atlas* up and running in GPS mode, your navigator can see the cross street and give you a two block warning.

While traveling in northern Illinois, a somewhat unfamiliar territory for me, I discovered another potential use. As Curt described in his guest column, the maps include many rail lines. As I saw these coming up on the screen ahead, I was able to place the mouse on the rail line and find the railroad name identified at the bottom of the screen. This also works for unlabeled streets and streams at all levels of magnification. The labels were inconsistent and sometimes brief (i.e. "Chicago and Northwestern," "CN&W," "C And Nw RR," "Ej&E Rr," "CM St P and P") but any railfan will quickly sort them out. Like Curt, I found many of the listings are for the fallen flags, but I personally like the history, and it's easy to identify the successor roads.

In closely examining the *Street Atlas* map for my home area of Reading, Pennsylvania, I find the railroads marked quite differently. Almost all lines are marked Conrail, even those which actually belong to the Reading & Northern. It also shows lines which are abandoned, which is often useful information.

Street Atlas also allows you to record your GPS trip position to disk while traveling. Just like the offshore fishermen who use the GPS to find their favorite wreck site, railfans will be able to locate and share sites with others. With an idea of where you want to go, a GPS receiver and *Street Atlas,* you could find that well hidden rail junction in a strange town. How long will it be before R&R publishes latitude and longitude along with the scanner frequencies for hot railfan sites?

ROBERT BUCKLEW
Shillington, Pa.

Easy to read tracks

Having owned a copy of *Street Atlas USA* for some time I would like to share a solution to a problem some have had with the program. Railroad lines were not given a high priority by DeLorme (at least on version 4.0 which is the latest) and are drawn in gray rather

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KODACHROME: ALAN BELLIS

THE PHILLIPSBURG RAILROAD HISTORIANS, INC., was founded April 1, 1990, to establish a railroad museum in the western New Jersey community. The group has a lease with the Town for the use of approximately four acres of land formerly owned by the Central Railroad of New Jersey, including a building which is used for museum purposes.

In 1993, PRH acquired the Centerville & Southwestern miniature railroad from nearby Monmouth County, where the equipment had been stored, unused, since 1972. The 9⅞-inch gauge C&SW was begun in 1938 on Becker's Farm in Roseland, N.J., and was most famous for its live steam replica of a DL&W Pocono 4-8-4 (which was sold off separately when the railroad shut down in 1972 and is no longer with the collection). PRH has already laid 500 feet of permanent miniature trackage. Eventually, track will be extended across town to Delaware River Park, providing a nearly two mile long train ride.

A lot of progress has been made in 1997. The museum building is open, and the C&SW is running on the first Sunday of every month and on additional days when civic events are scheduled in town. Museum members plan to repaint some of the C&SW boxcars to represent the railroads which served the region — one boxcar has already been painted Lehigh Valley green. Before winter sets in, it is hoped a shop will be built to work on the miniature train equipment during inclement weather. Trackage will be extended to 1200 feet.

PRH is working closely with Phillipsburg in its quest to be designated the site for the proposed New Jersey State Railroad & Transportation Museum. PRH activities will be dovetailed with the state project if the efforts are successful. Plans for 1998 include restoring the group's full-size rolling stock, which includes CNJ wooden caboose 91197, L&HR cabeese 16 and 18, flanger 105 and low-side gondola 1600 and Ingersoll-Rand 45-ton GE centercab. The 45 tonner, which is operable, was the last plant switcher at Ingersoll Rand's Phillipsburg plant.

Meanwhile, Centerville & Southwestern trains roll on, and occasionally meet their larger Conrail cousins passing on the former-LV main line. For more information, contact the Phillipsburg Railroad Historians, 292 Chambers Street, Phillipsburg, NJ 08865 — ALAN BELLIS.

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Canadian steam!

THE CANADIAN RAILWAY MUSEUM at Delson, Quebec, hosted its first "steam weekend" on June 21-22, 1997. On display were CNR 2-10-2 4100 and 4-8-4 6153, GTW 2-6-0 713 and CPR 4-6-0 492 and Royal Hudson 2850, the latter being the very locomotive that pulled the Queen of England during the steam era. It's been twelve years since the locomotives were last outside the storage sheds, and museum volunteers worked for weeks cleaning and lubricating them. The *John Molson,* CRM's 1971 replica of Canada's first steam locomotive, was fired up and running for the public.

A night photo session was held on Saturday evening, with the *Molson* providing steam to the static locomotives. Scenes included GTW 713 approaching the museum's Barrington station and CNR 4100 and 6153 side-by-side (**below**). The night session was held under mostly rainy skies, but by Sunday morning the weather had improved, and the museum hosted large crowds under fair skies.

The success of the steam weekend will likely mean a repeat event will be held in 1998. On September 20-21, CRM will host its second diesel weekend (see TIMETABLE for details) — MIKE DEL VECCHIO.

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The Richmond, Fredericksburg and Potomac Railroad had its origins way back in the Nineteenth Century and had continued as a separate and unique entity until October 1991 when it was brought into the CSX.

This tape begins with RF&P Steam action on the Road, followed by First Generation Diesels and then great scenes shot on the hundred mile long line just prior to the Roads CSX inclusion.

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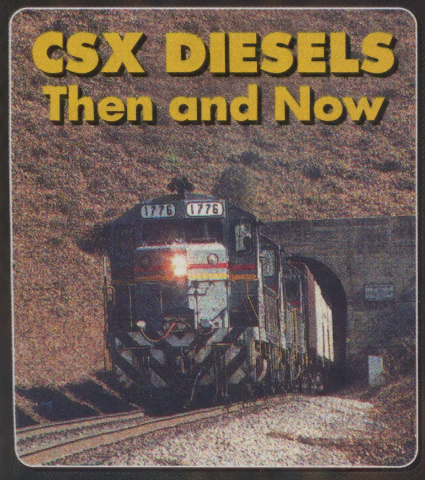
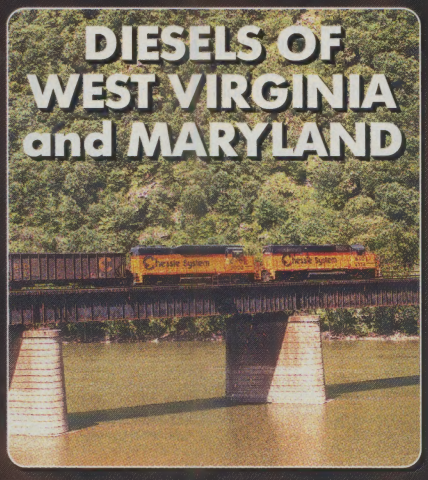


This Show begins with 22 min. of Vintage Film showing mostly 1st Generation Diesels of the Roads which made up the CSX. Units of the C&O, B&O, SAL, ACL, SCL, L&N, AW&P, Georgia Railroad and more are shown.

Late 80's scenes along former C&O, B&O, Seaboard and L&N rails complete the Show.



Some of the areas most scenic spots such as Harper's Ferry, 17 Mile and Cranberry Grades, the New River Gorge, Sand Patch and more are visited to watch a great and colorful variety of Diesel Power on rails of the old Chesapeake & Ohio and Baltimore & Ohio.

than black, which makes them less than prominent. A few people, myself included, have had quite a bit of trouble getting rail lines to show on printed maps done on the Canon BJC-240 printer. The gray comes out so light that the lines virtually disappear. I called DeLorme about the problem, but the techs on duty did not know what program lines to edit to correct the problem. Left to myself, it took about an hour to determine the solution.

In the ATLAS4 directory you will need to modify these files: BW.CLR, COLOR.CLR, PAINTJET.CLR, PSCRIPT.CLR. On each one you can use a simple test editor to change the following line, which will be either 8 127 127 127 dk gray or 8 158 158 158 dk gray, to read 8 0 0 0 black. The first number (8) is the reference line for the program while the following three control the cyan, magenta and yellow. The words dk gray/black are just for our reference.

As you might expect this procedure will cause the rail lines both on screen and printed to be shown in solid black. Power line details are also controlled by this line and they, too, will turn to black. You should be quite pleased with the results as rail lines will now stand out clearly.

SCOTT J. WHITNEY
Claremont, N.H.

RegioSprinting in Germany

I was quite surprised to see a picture of the RegioSprinter in the May R&R. I had no idea that this German-built vehicle was on a trip over American railroads. I would like to correct a misconception, though. The RegioSprinter is by no means a test vehicle. Instead, it is already a common sight on several German branch lines.

Together with a handful of different types of newly designed light rail cars, the RegioSprinter is a very successful vehicle for many recently formed branch (short) lines that serve secondary lines taken over from the *Deutsche Bahn* (The German State Railways) — sound familiar?

The main advantage of these new cars is their low cost in acquisition, maintenance and fuel consumption. This has been achieved by using many parts already proven in the construction of buses. All in all the low cost of these trains, which can operate in multiples when needed, make it profitable to operate even lines with only little ridership. They have already saved a few lines, and others may even be reopened

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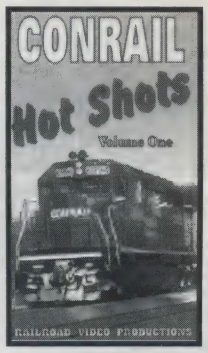
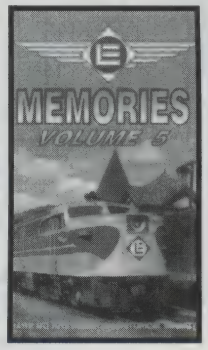


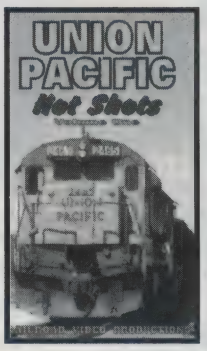
Tape No. 117

This program features non-stop Conrail run-by action at selected locations in Pennsylvania and New York. A wide variety of Conrail diesel power is seen as well as diesels of Southern Pacific, Union Pacific, Cotton Belt, Gilford and Norfolk Southern. Truc-Trains, Unit trains and mixed freights are seen as well as a few Amtrak passenger trains. The entire program was shot by Tim Hosey in 1993.



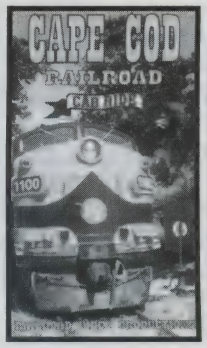
Tape No.HM-5

The Lackawanna and the Erie merged in 1960. This program shows the railroads in action before and after the merger. You will see Lackawanna FT's and E units in the Poconos as well as the Erie's fleet of RS diesels on commuter trains at Ridgewood, Ramsey and Passaic, NJ. Post merger action features Alco PA's on the Moonda Viaduct, Baldwins on coal trains an F units on a fan trip on the Bangor & Portland Branch near Nazereth. Edited from 8 & super 8mm film.



Tape No. 118

This program features non-stop Union Pacific run-by action at selected locations in Nebraska. A wide variety of Union Pacific diesel power is seen as well as diesels of the Burlington Northern, Chicago & Northwestern, Norfolk Southern and Nebraska Central. The entire program was shot by Tim Hosey in 1996.

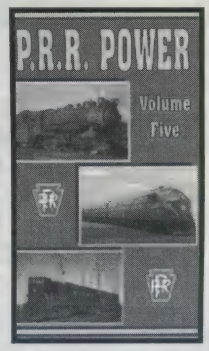


Tape No. 116

This program features "Railfest 96" held in June 1996 at the Cape Cod Railroad in Hyannis, MA plus a cab ride from the Buzzards Bay Bridge to Hyannis, MA.

Tape No. 316

This program features non-stop CN, CP and Montreal Urban Commuter train run-by action in Canada's Quebec and Ontario Provinces. The entire program was shot by Tim Hosey.



Tape No. 115

This program features never before released P.R.R. run-by action at locations including Bay Head Jct., Pt. Pleasant, Manasquan,Matawan, Cliffwood Beach, South Amboy, Bellwood, Enola, Horseshoe Curve, Altoona, Holidaysburg, Lewistown, Duncannon, Sunbury and Shamoken. Also included is a 1955 P.R.R. produced film titled "Trains, Tracks & Safety Facts".

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JORN SCHRAMM
Darmstadt, Germany

Digital slide shows

Relating to your recent comment that the new CD-type digital cameras might end the traditional railfan projection slide shows (CAMERA BAG, July '97), I think you might be a bit behind the current presentation technology. During the past five years, a number of computer projection devices have come onto the market, and these have greatly fallen in both price and size. A system that fits in a normal-sized suitcase can be acquired, which hooks up to any computer (including a laptop) for only a few thousand dollars. In my work at the University of Tennessee, I see these systems being used in the classroom and at many conferences and workshops around the country. While they may not yet be as clear as direct slide projection, the technology is quickly advancing to the point where they will probably be as common as slide projectors. And think, you won't have to figure out whose slide trays are compatible with whose slide projectors. The projection systems come with software that can be loaded into any computer so they can be used in almost any situation.

BARTON JENNINGS
Knoxville, Tenn.

Grizzly steam

The "steam-up" of 0-4-4T *Chloe* (August 1997, page 64) was held at Ward and Betty Kimball's backyard in San Gabriel, California, the original site of Grizzly Flats Railroad. The event was noteworthy because steam-ups have been rare there, since the bulk of the Kimball's three-foot gauge equipment was moved to the Orange Empire Railway Museum in Perris in 1992. Although they don't do it very often anymore, the Kimball's have announced no retirement plans, so the scaled-down Grizzly Flats will continue to operate for the foreseeable future.

JOHN SMATLAK
Woodland Hills, Calif.

Good fortune

Railfanning is: Opening a Chinese fortune cookie, while C&O 614 is performing at Port Jervis, New York, and reading, "We must always have old memories and young hopes."

ROBERT H. STEPHENS
Dover, N.J

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

CLINTON CORNERS, NEW YORK, through September 14. Exhibit on "Hudson Valley Railroads: Woodburners to Diesels" at the Clinton Historical Exhibit Center, Routes 115 & 17 (1 mile east of Taconic Parkway). Photos, memorabilia, operating layout of Hopewell Jct. circa 1920. Admission free. Information: 914/266-5494.

WHITE MOUNTAINS TOUR from New York CIty, August 29-September 1. Friday night ride New York to Rensselaer via Amtrak, motor coach to Manchester, N.H.; Saturday trip to Crawford Notch in a parlor car, evening dinner train, both on Conway Scenic; Sunday trip to top of Mount Washington with steam; Monday motor coach to Rutland, Vt., Amtrak to New York. Information from New York Railroad Enthusiasts, 217 Springfield Avenue, Hasbrouck Heights, NJ 07604-1625; 201/288-2146.

ILLINOIS RAILWAY MUSEUM, P.O. Box 427, Union, IL 60180, will hold the following special events. Museum admission is $8 adults, $6 children ages 5-11 and seniors on weekends, $6 and $3.50 weekdays. Special events may be slightly more.
August 30-September 1, Railfan Weekend.
October 18-19 and 25-26, Harvest Days.

TOUR ALASKA BY RAIL WITH CARSTENS, September 4-19. Ride Amtrak's Talgo train, VIA, Alaska Railway, White Pass & Yukon and BC Rail steam with RAILFAN & RAILROAD publisher Hal Carstens. Tour cost $3560 per person (double occupancy) from Seattle. Reservation deposit $250. For reservations or information contact World Rail Travel Specialists, Inc., P.O. Box 732, East Moriches, NY 11940-0732; 516/878-2260 or 800/821-6233.

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027 (615/781-0262) will sponsor the following trips. All trains require reservations. Contact the museum for ticket order form for all trips except Cookeville.
September 6, Nashville-Watertown, 76 miles, $15-$49.
October 3-4, Cookeville-Buffalo Valley, 32 miles, $10-$25. Contact Cookeville Chamber of Commerce, 302 South Jefferson Street, Cookeville, TN 38501 (615/526-2211) for reservations for these trips only.
October 11 and 18, Nashville-Watertown, 76 miles, $15-$49.
December 6, Nashville-Watertown, 76 miles, $15-$49.

20TH CENTURY RAILROAD CLUB, 329 W. 18th Street, Suite 902, Chicago, IL 60616 (312/829-4500) is sponsoring the following trips. Most use regular service trains and depart from Chicago locations. Write or call for full details.
September 6 or 7, Marshall, Mich., Home Tour via Amtrak.
September 20-25, tour of New England toursit railroads.
November 8, Historic Pullman tour.
December 6-7, Jumer's Castle Lodge in Champaign, Ill., via Amtrak.
December 26-31, New Orleans via Amtrak.

GEORGETOWN, COLORADO, September 7. Mixed train on Georgetown Loop Railroad with 2-8-0 No.40 sponsored by Rocky Mountain Railroad Club. Trip departs 10:40am for three round trips with meets, runbys and High Bridge photo stops. Fare $50 from RMRRC, c/o Hugh Alexander, 700 South Elizabeth St., Denver, CO 80209.

MEADVILLE, PENNSYLVANIA, September 13 and October 11. Excursions to Corry, Penn., over New York & Lake Erie

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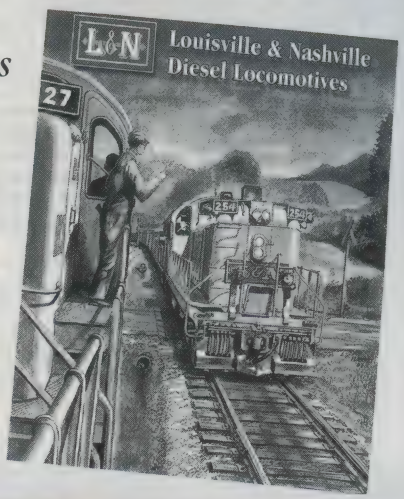

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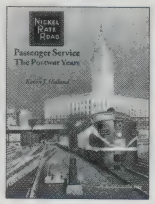

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(ex-EL) sponsored by French Creek Railroad Historical Society. Trip departs Meadville 10am. Fare $25 coach, $30-$40 first class. For tickets or information call The Travel Experience at 814/724-1053.

WHITE RIVER JUNCTION, VERMONT, September 13. Chamber of Commerce Glory Days of the Railroad festival. Excursion train tentaively planned, Smith-Thompson Model Railroad & Railroadiana Show at American Legion Post. Admission free to festival, train show admission $2 adults, $1 under 12, $5 family. Information from Smith-Thompson, P.O. Box 828, White River Junction, VT 05001; 802/296-3001.

NEW YORK, NEW YORK, September 14. Subway excursion on the IRT using vintage Lo-V cars. Trip departs Grand Central at 10am. Photo stops and souvenirs. Tickets $40 advance ($45 day of trip) from Railway Preservation Corp., P.O. Box 245301, Brooklyn, NY 11224-9993; 718/346-9000.

FOX RIVER TROLLEY MUSEUM, P.O. Box 315, South Elgin, IL 60177-0315 (847/697-4676) will hold the following special events. Admission, unless otherwise noted, is $2.50 adults, $2 seniors, $1.50 children 3-11, under 3 free. Discounts may apply for some special events. Hours of operation are 11am-5pm unless otherwise noted.

September 14, Fox River FolkFest (admission $.50 more).
October 5, CTA Day, two generations of "L" equipment.
October 12, Fall Caboose Rides.
October 25-26, Haunted Trolley.

SKAGWAY, ALASKA, September 18-22. White Pass & Yukon Spectacular with charter steam and diesel, including passenger, freight and mixed consists to Lake Bennett and White Pass Summit with plenty of runbys. Information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870 or 916/836-1745.

CHIPPEWA FALLS, WISCONSIN, September 20-21. Round trips on Wisconsin Central to St. Croix Bridge. Trips depart 8am and 1pm Saturday, 8am Sunday. Information from DSS&A Division, Soo Line Historical Society, 3625 Gateway Drive, Suite F, Eau Claire, WI 54701-8187; 800/344-3866.

TEMPLE, TEXAS, September 20-21. Texas Train Festival sponsored by the Railroad & Pioneer Museum and the City of Temple at the depot. Railroad displays at station, admission $1. Train show at Convention Center, $4 adults, children under 12 free. Living history demonstrations, other activities.

COSHOCTON, OHIO, September 20-21. SteamFest '97 on the Ohio Central. Five locomotives under steam, passenger triple-header, freight double-header, side-by-side running, lots of runbys. Night photo session hosted by John Corns and Jim Boyd at additional cost. Tickets $150 per person for weekend, $20 for night photo, from SteamFest '97, P.O. Box 427, Sugar Creek, OH 44681; credit card users call 800/779-0443.

GETTYSBURG, PENNSYLVANIA, September 27. Excursion to Mount Holly Springs over Gettysburg Railway sponsored by Chesapeake Division RRE. Photo stops en route, optional barbeque dinner during trip.Trip departs Gettysburg 2pm, optional bus connection from Washington area departs Shady Grove Metrorail station at 12 noon. Train ticket $18 adults, $16 age 65 or over, $10 children 3-12; dinner $7.25 adults, $3.75 children; bus connection $15 per person. Tickets from RRE Fall Harvest Dinner Train, 1409 Trap Road, Vienna, VA 22182-1642; 703/757-7521.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following roundtrip "Dixie Land Specials" departing from Chattanooga into northwest Georgia powered by 2-8-0 **610,** 2-8-2 **4501,** GP7L **1829** or GP7L **1824.** Ticket prices are coach and most include dinner in the diner. Pullman seating or office car charter available at higher cost.

September 27, to LaFayette, "Rails to Wings Special," $49, **diesel.**
October 4, to LaFayette, $59, **610** & **4501** double-headed.
October 11, 18, 19, 25, and 26,to Trion, $59, **4501.**
November 1 and 8, to Trion, $59, **4501.**
December 12, 13, 14 and 20, to Chickamauga, $50, **diesel.**

HYANNIS, MASSACHUSETTS, September 28. Trip over Cape Cod Railroad using RDC's sponsored by South Shore Model Railway Club. Trip departs 10am, photo stops planned. Fare $45 before August 15, $49 after. Tickets/information from South Shore Model Railway Club, attn. Jack Foley, P.O. Box 144, Weymouth, MA 02188-0144; 617/337-2121; www.ssmrc.org.

WILLIAMS, ARIZONA, October 3-5. Railfan Weekend on the Grand Canyon Railroad sponsored by Grand Canyon Chapter NRHS and GCRy. Friday night photo session hosted by Mike Del Vecchio, Saturday trip behind 2-8-2 4960, evening banquet, Sunday shop tour and equipment displays. Information from Grand Canyon Railway, 123 North San Francisco, Suite 210, Flagstaff, AZ 86001; 800/843-8723; e-mail www.thetrain.com.

HEBER CITY, UTAH, October 4. Fall Colors Spectacular on the Heber Valley Railroad with steam and diesel on passenger, freight and mixed train consists with photo runbys. Information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870 or 916/836-1745.

BOSTON, MASSACHUSETTS, October 4. Fall Foliage Flyer to Albany, N.Y., over Conrail's Boston Line. Optional cruise on Hudson River. Trip departs South Station at 7:50am. Information from Mass Bay RRE, P.O. Box 4245BV, Andover, MA 01810; 617/489-5277.

YARDLEY, PENNSYLVANIA, October 4. Bus trip to Steamtown National Historic Site in Scranton. Tour museums and ride steam-powered trip to Moscow. Bus departs SEPTA Yardley park & ride lot at 6:30am. Tickets $30 adults, $28 over 62, $22 ages 5-15 from Delaware Valley Chapter NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

ALTOONA, PENNSYLVANIA, October 4-5. Railfest '97 sponsored by the Railroaders Memorial Museum. Displays from Conrail and Amtrak, tours of Juniata Shops, special displays at the museum. Excursion around Horseshoe Curve also available. Information from Railroaders Memorial Museum, 1300 9th Avenue, Altoona, PA 16602; 814/946-0834, option 7 or 888/4-ALTOONA, option 7.

HOBOKEN, NEW JERSEY, October 4-5, 11-12 and 18-19. Main line steam trips to Port Jervis, N.Y., behind C&O 614. Leave Hoboken 9:15am. Cab ride raffle, photo runbys, open window cars. Tickets $68 adults, $40 children 3-12 from Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833. Visa/MC or information at 908/236-2200.

DENNISON RAILROAD MUSEUM, P.O. Box 11, Dennison, OH 44621 (614/922-6776) will sponsor the following trips through Ohio. For details, prices and schedules contact the museum.

October 5, Fall foliage excursion behind steam, Newark to Dennison.
October 5, Troop train ride.
October 12, Fall foliage excursion, Dennison to Gould Tunnel, steam one way.
November 29-30 and December 6-7, Santa train rides.

LAFAYETTE, INDIANA, October 10-12. Monon Railroad Historical-Technical Society's annual convention. Saturday bus tour of Michigan City branch, Sunday swap meet and self-guided layout tour. Tickets $35 for bus tour, $25 for Saturday evening banquet. Swap meet admission $3. Information from

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ROANOKE, VIRGINIA, October 11-12. Roanoke Railway Festival celebrating "Virginia Railroads and the Civil War." Event features tours, civil war reenactors, Buckingham Lining Bar Gang, Western Virginia Railfair, more. Information from the Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 540/342-5670.

McCLOUD, CALIFORNIA, October 11-12 and 18-19. Steam and diesel excursion on the McCloud River Railroad. Information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870 or 916/836-1745.

UNION PACIFIC 844 is scheduled for a series of trips in Kansas, Oklahoma, Texas and Arkansas. Contact the individual trip sponsors for ticket prices and specific details.

October 12, Omaha, Nebr., to Sergeant Bluff, Iowa. Tickets are $135, contact Camerail Club, Souix City & Pacific Excursion, P.O. Box 791, Columbus, NE 68602-0791.

October 13-15, *ferry move,* Omaha to Wichita, Kan.

October 18, Wichita to El Reno, Okla., one-way, contact Great Plains Transportation Museum, c/o Steve Corp, 1310 West Douglas, Wichita, KS 67203.

October 19, El Reno to Fort Worth, Texas, one-way, contact Central Oklahoma Chapter NRHS, c/o Tom Elmore, P.O. Box 6617, Moore, OK 73153-0617.

October 25, Fort Worth to Houston in two segments.

Fort Worth to Marlin, one way. Tickets $69 coach, $149 dome. Contact Age of Steam Railroad Museum, P.O. Box 153259, Dallas, TX 75315-3259.

Marlin to Houston one-way. Tickets $79 coach, $149 dome from Gulf Coast Chapter NRHS, 12335 Kingsride #844, Houston, TX 77024.

November 1, Houston to Palestine round trip, diesel power (not the E9s). Tickets $99 coach, $159 dome from Gulf Coast Chapter NRHS at above address.

November 5-6, Houston-College Station trips for opening of Bush Presidential Library (*very tight security measures for this train*).

November 8, Houston to Tyler, Texas, via the Cotton Belt, one way. Tickets $109 coach, $159 dome from Gulf Coast Chapter NRHS at above address.

November 9, Tyler to Pine Bluff, Ark., with intermediate stops. Coach price $150, dome seating and short segments available. Contact Arkansas Railroad Club, Little Rock Chapter NRHS, P.O. Box 9151, North Little Rock, AR 72119; 501/945-2128.

SEASHORE TROLLEY MUSEUM, P.O. Box A, Log Cabin Road, Kennebunkport, ME 04046 (207/967-2712) will hold the following special events.

October 17-19 and 24-25, Ghost Trolley.

December 6-7, Christmas Prelude with Santa.

NORTH CONWAY, NEW HAMPSHIRE, October 18. 23rd Annual Railfan's Day on the Conway Scenic Railroad. Grand Trunk 0-6-0 7470, three F-units GE 44-tonner, Alco S2 and EMD GP7 on freight, passenger and mixed trains. All-day trip through Crawford Notch and over recently opened trackage to Redstone, night photo session hosted by Les MacDonald. All-day passes $35 (does not include Crawford Notch), all-day "Notch" passes $50 coach or $60 first class. Information from Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860-1947; 603/356-5251.

HARRISBURG, PENNSYLVANIA, October 18. Hudson River Valley Fall Foliage Excursion from Harrisburg, Lancaster and other points to Rhinecliff and Albany, N.Y., using Amtrak equipment. Optional ferry ride from Rhinecliff to Kingston. Contact trip sponsor for additional departure points. Tickets/information from Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566.

ST. JOHNSBURY, VERMONT, October 18. Excursion over Northern Vermont Railroad (ex-CP Lyndonville Sub) covering all trackage between Wells River, Vt., and the Quebec border. Consist includes ex-VIA Day-Niter coaches, sleeper, diner and former BAR business car *Schoodic.* Fare $58 (includes box lunch) from Mass Bay RRE, P.O. Box 467, Lincoln, MA 01773; 617/489-5277; e-mail CrawfordWm@AOL.com.

KINGSPORT, TENNESSEE, October 18-19. "Clinchfield Nolichucky Gorge Special using chartered Amtrak equipment to Marion, N.C. each day via CSX. Coach tickets $85, first class and dining car service available. Information from Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37065; 423/753-5797.

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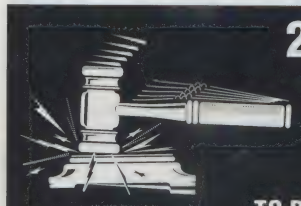

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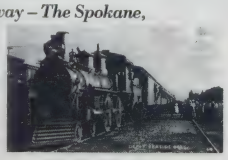

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DAYTONA BEACH, FLORIDA, September 20. Railroadiana & Model Train Show at the Ocean Center, 9am-4pm. Admission $4, under 12 free. Information: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213; 703/536-2954 or 904/736-8185.

EAST PEORIA, ILLINOIS, September 21. Peoria Train Fair sponsored by Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

LYNNWOOD, WASHINGTON, September 21. 19th Annual Sooper Swap Meet & Train Show sponsored by the Swamp Creek & Western Railroad Club at the Scriber Lake High School gym, 19400 56th Avenue West, 11am-4pm. Admission $3, children under 12 $1. Information: SC&W RR Club, 211 Railroad Avenue, Edmonds, WA 98020.

WAYNE (MOUNTAIN VIEW), NEW JERSEY, September 21. 3rd Annual New Jersey Midland Railroadian Show & Sale at the Wayne PAL, PAL Drive off Rt. 23, 9am-4pm. Information: New Jersey Midland Railroad Historical Society, P.O. Box 6125, Parsippany, NJ 07054.

GREENWICH, CONNECTICUT, September 21. Westchester Model Railroad Club Train Meet at the Greenwich Civic Center, 10am-3pm. Admission $4. Information: Bob Wilson, TWMRC, P.O. Box 358C, Rye, NY 10580; 914/328-4258.

RUTLAND, VERMONT, September 27. Railroadiana & Model Railroad Show at the Vermont State Fairgrounds, U.S. Route 7 South, 10am-3pm. Admission $3, under 12 free. Information: Neil Korpi, 4 Hemlock Road, Milton, VT 05468; 802/893-4157.

GREENVILLE, OHIO, September 28. All Train Flea Market at Drake County Fairgrounds, 800 South State Route 49, 10am-3pm. Admission $2, under 12 free. Information: Larry Zeller, 4646 West US Rt. 36, Piqua, OH 45356; 937/773-7186.

PERRIS, CALIFORNIA, October 4. Fall Railroadiana Swap Meet at the Orange Empire Railway Museum, 2201 South A Street, 9am-2pm. Train andf trolley operations 10am-5pm. All-day pass (includes rides) $6, ages 6-11 $4, under 6 free. Swap meet only $3. Information: Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92572-0548; 909/657-2605.

SAVANNAH, GEORGIA, October 4. Historic Railroad Shops Model Railroad Show sponsored by the Coastal Heritage Society at the Historic Railroad Shops, 601 West Harris Street, 10am-6pm. Admission $3, seniors/students $2, under 12 free with parent. Information: Cyndi Sommers at 912/651-6823.

CAPAC, MICHIGAN, October 5. Railroad Swap & Shop Meet & Toy Show sponsored by Capac Community Historical Society at Capac High School, North Glassford, 10:30am-4pm. Admission $2. Information: Joseph Biondo, 15680 Imlay City Road, Capac, MI 48014-2300.

BOURNE, MASSACHUSETTS, October 11. 7th Annual Railroad & Model Train Show sponsored by Cape Cod Chapter NRHS at Upper Cape Cod Regional Technical School, Route 6, 10am-4pm. Admission $2, seniors over 62 $1, kids 6-15 $1, under 6 free, family maximum $5. Information: Paul Eagan, 196 Court Street, Plymouth, MA 02360; 508/746-6558.

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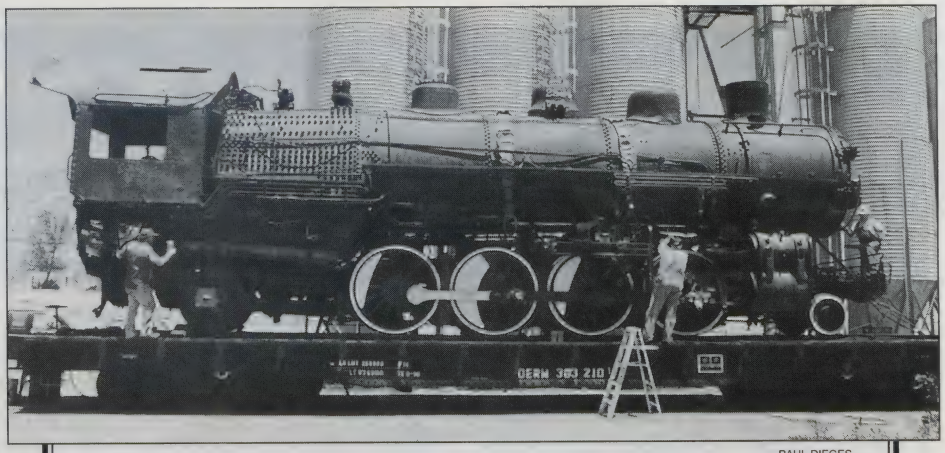

PAUL DIEGES

From park to Perris

FROM 1959 UNTIL 1996, Union Pacific heavy Mikado 2564 sat motionless in a county park in Oro Grande, California, adjacent to the Santa Fe main line near Victorville. The classic "park engine," it had become a piece of playground equipment and, although it lost most of its souvenir-sized appliances, the 2564 remained in reasonably good condition. Southern California's Orange Empire Railway Museum had kept an eye on the 2564 for many years, although it did not appear likely that it would become available. All that changed in early 1996 when an unfortunate incident involving one of the other pieces of "playground equipment" in the park resulted in the county taking a fresh look at liability issues.

Suddenly, after 37 years, the engine had to be removed from the park. Acting quickly, the Museum negotiated a deal to acquire the big Mike in April 1996, provided that they could remove it from the park within six months. After sweating through many a hot summer day in Oro Grande, Museum volunteers got the locomotive ready to move; running gear was cleaned up and inspected, and a large number of parts were removed altogether to simplify loading and unloading. In December 1996, after substantial earth-moving work at the site, the locomotive was towed out of the park onto temporary trackage.

The 2564 was located about 2000 feet from the BNSF main line and, since the Museum is also connected to the BNSF at Perris, movement by rail was an obvious choice. With more earth-moving work and construction of a great deal of temporary trackage, the locomotive and tender were ramped onto a pair of Museum-owned flatcars in late May, and the flatcars were moved onto a disconnected siding adjacent to the main line. As of early July, the locomotive is being tied down to the flatcars, with the move to the Museum anticipated in late July or early August.

Upon arrival at the Museum in Perris, California, the locomotive will receive some conservation work to stabilize its condition, as well as a thorough boiler inspection. Restoration to operating condition is the long term goal, adding a second locomotive to supplement OERM's operating Prairie-type engine, Ventura County No. 2. The 2564 joins a growing list of UP equipment preserved at OERM, including E8A 942 and four Armour-yellow passenger cars.

Union Pacific 2-8-2 2564 was built in 1921 by Alco's Brooks Works in Dunkirk, New York. Originally numbered 3725, it was part of an order for ten heavy Mikados for UP subsidiary Los Angeles & Salt Lake, and after a year of service it was renumbered 2725. In 1923 it was traded to the UP-controlled Oregon Short Line where it became 2564. It served throughout Idaho and Northern Utah in long-haul freight and local passenger service. By 1955 the Mike had been stored serviceable at Pocatello, Idaho, where it remained until its donation by the UP in May 1959.

Preserving the 2564 is certainly a worthy undertaking, but it's definitely not free! Even with the help and cooperation of the BNSF, the cost of acquiring the locomotive and moving it to the Museum will easily reach $20,000. To date, the Museum has raised over half this amount, but it needs your help to bring the 2564 home. Contributions are fully tax-deductible and should be sent to Orange Empire Railway Museum at P.O. Box 548, Perris, CA 92572, Attn: UP 2564. Credit card donations can also be made by contacting the Museum Office during business hours at 909/943-3020, fax number is 909/943-2676 — JOHN SMATLAK.

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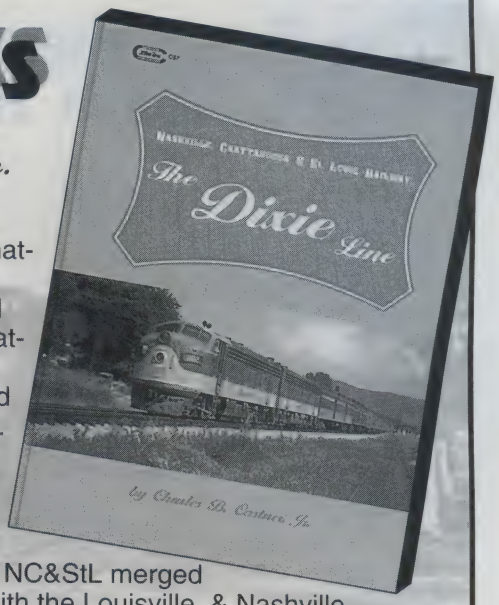
The Dixie Line

by Charles B. Castner, Jr.

NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY



The Dixie Line was Grandpa's Road. The snappy 1100 mile Nashville, Chattanooga & St. Louis Railway was a class act with over 200 locomotives, 4000 employees, 7000 freight cars and its own marine fleet of barges and steam boats. Today it's a vital part of the giant CSX System. With roots dating back before the Civil War, the NC&StL covered an area from the Mississippi river through to Atlanta. The road's crack Dixie Flyer, Dixie Limited and Dixie Flagler were followed by the new Georgian and City of Memphis. This exciting new book covers the early history and the herculean efforts needed during wartime to move traffic using any available equipment. The road beat out competitive roads by upgrading equipment in its own shops and streamstyling several 1913 vintage Pacifics. The first road diesels arrived in 1948 with complete dieselization occurring in 1953. The NC&StL merged into the SCL System and CSX. Author Charles B. Castner was formerly with the Louisville & Nashville Public Relations Dept. The new book is packed with photos of the NC&StL both before and after the merger with the L&N. Streamlined steam power and a variety of diesels are included in the many photos. Samples of passenger rolling stock provide a clue to the services once offered.

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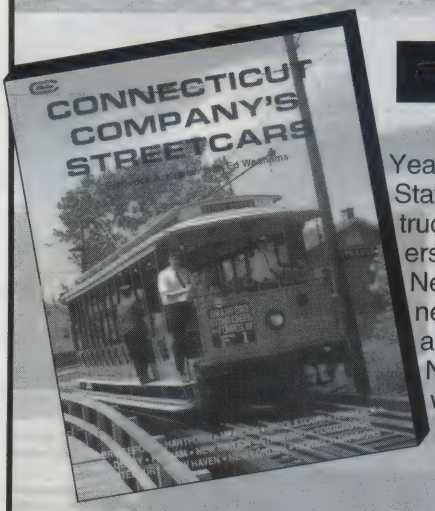

CONNECTICUT COMPANY'S STREETCARS

By Frederick A. Kramer with Ed Wadhams

Years have passed since yellow Connecticut Company trolleys criss-crossed the State of Connecticut with its roster of unusual wooden cars and assorted double truck open cars made famous for their trips to Yale football games packed with riders. Ownership in the Connecticut system lay in the New Haven Railroad. When the New Haven went bankrupt the trolley operation fell on hard times. Today the Connecticut Company remains alive on the Branford Electric Railway Museum as well as at the operating trolley museums at Warehouse Point and Kennebunkport. Now a comprehensive book on the Connecticut Company's Streetcars has been written by Frederick Kramer, with Ed Wadhams. In addition to a brief history, there are over 150 photos, maps and illustrations of the renowned system.

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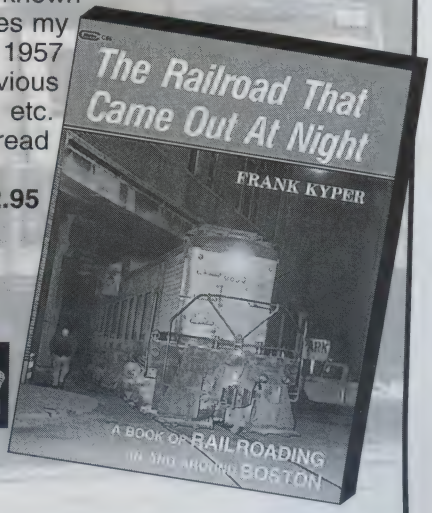

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Volume I

Noted author Eric Hirsimaki describes in detail the path the Pennsylvania Railroad followed to Dieselization. Topics covered include latter-day steam power design and development, the massive electrification project of the 1930s, and early Diesel-electric locomotives. Also discussed are the PRR's McKeen car, the WWII decision to build 2-10-4's (in lieu of "Big Boys!"), post-WWII plans to build Diesels at Altoona, the 3-cylinder M1s 2-10-2 of 1915 that became the I1s, early Diesel-electric/electrics for Baltimore, development of other coal-burning locomotives and other factors that influenced the railroad's decisions. A must for Pennsy fans, this 176 page hardcover book has over 200 photos, drawings, rosters and statistical data. Volume I covers the period 1915 to July 1947.

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CN TO CONTINUE PUSH FOR BETTER U.S. ACCESS Canadian National Railway will take all steps necessary to protect its U.S. Northeast freight franchise in the wake of the proposed division of Conrail, says CN president and CEO Paul M. Tellier.

Tellier, speaking to a regional railroad conference in Cooperstown, N.Y., said CN has three main objectives in the take-over of Conrail by Norfolk Southern and CSX: First is improved rail competition at Buffalo, N.Y., including a reduction in switching charges to the U.S. average, and direct connections with all railways in the Buffalo-Niagara region. Second is enhanced north-south access, and revenue division agreements that maintain the competitiveness of CN traffic and preserve the continued expansion of Canada-U.S. trade. Third, they want connections with important regional railways in the U.S. Northeast, particularly the New York, Susquehanna & Western, which links the Buffalo and metropolitan New York City regions.

Tellier said: "There is little doubt . . . that the Conrail acquisition by NS and CSX, as currently structured, threatens our existing north-south traffic levels. And it severely limits our ability to compete with the trucking industry for the new business that continues to be generated by liberalized trade between our two countries and by the North American Free Trade Agreement."

Continued and enhanced rail access to the U.S. Northeast is a vital concern for CN's shippers and their customers, including producers and consumers of Quebec newsprint and Alberta plastics and petrochemicals.

Hauling traffic to, from and within the U.S. accounts for 40% of CN's business and is growing at 10% cent a year, Tellier said, noting that CN is the only railway that moves a significant volume of traffic between Canada and the northeastern U.S. This traffic amounts to more than 100,000 carloads annually via the Buffalo and Massena, N.Y., gateways.

Barriers to competition persist at Buffalo, a city whose economic future is intimately tied to Canada/U.S. trade, he said. Conrail switching charges are now as high as U.S.$500 per car, about twice the industry average. In some instances, rail customers in the Buffalo area have been denied access to reciprocal switching arrangements, preventing access to a second rail carrier.

CN has made significant progress since launching a turnaround strategy four years ago: the company's operating ratio has declined by 12%, operating income increased five-fold to $610 million in 1996, and today CN's debt-to-capitalization ratio is now one of the best in the industry.

BNSF BEGINS NEW SERVICE OVER HIGH LINE Burlington Northern & Santa Fe Railway announced on July 16 that it has completed the purchase from Union Pacific of 112 miles of trackage between Bieber and Keddie, California., and has begun offering daily carload merchandise service over the "Inside Gateway" route.

The purchase of the key link between Keddie and Bieber is part of the settlement agreement imposed as a condition by the Surface Transportation Board when it approved the merger of UP and SP in August 1996.

"The acquisition of this trackage extends our customer's competitive reach by providing, for the first time ever, direct single-line service along the entire length of the West Coast I-5 Corridor between Vancouver, British Columbia, and the San Diego area," said Peter Rickerhauser, BNSF vice president of marketing for UP/SP lines.

This new link also provides benefits to customers now reached by BNSF in the Central Corridor, using trackage rights over UP between Denver and Stockton, California, through Utah. That route intersects the new BNSF I-5 Corridor at Keddie, California. BNSF customers in the Pacific Northwest can now ship single-line to and from the Salt Lake City area as well as central Nevada for the first time ever.

BNSF also announced that, to further enhance the new I-5 service, it has increased the frequency of carload merchandise service to

to seven days a week on its Central Corridor route between Denver and Stockton, California. Service had been five days per week between Denver and Provo, Utah, and three days per week between Provo and Stockton.

BNSF operates one of the largest railroad networks in the United States, with 35,000 route miles covering 29 states and two Canadian provinces, approximately 7,500 route miles of which consist of trackage rights.

COULD IT BE: CLEAN SOUTHERN PACIFIC ENGINES? A modification program is underway to upgrade former Southern Pacific four-axle unit cabs to Union Pacific standards. Selected shops will clean, paint, fix interior damage to floors and walls, re-seal windows and doors to reduce noise and drafts and will selectively upgrade seats, toilets and other cab components, says Charles Miller, Manager-Locomotive Engineering & Quality. More than 500 locomotives will be upgraded in the $3.1 million program, which will begin as soon as materials arrive at the shops.

"Since these are such heavily used locomotives, the cabs are in great need of upgrades to bring them to UP standards," Miller said. "The program is an opportunity to greatly improve the crew conditions. The upgrade modification addresses 20 different items, including bringing all engineer seats and radios up to UP standards," he added. The units also will be fitted with ditch lights and event recorders, and front-of-train devices will be repaired to working order. "Ultimately, we're bringing these units, most of which have been used for switch service, back to road-freight service specifications," Miller said.

The four-axle units are all between 17 and 30 years old. Locomotive types include the B23-7, B30-7, GP38-2, GP38-2L, GP40, GP40-2, GP40M, GP40X, MP15, MP15AC, SD38-2, SD39 and SW1500. Shops assigned to do the upgrades are Roseville, Pine Bluff, Proviso, Los Angeles-Taylor Yard, Denver, El Paso, Fort Worth, Houston, Kansas City, North Little Rock, North Platte and Salt Lake City.

RAILROAD POLICE MARK 150TH ANNIVERSARY The year 1997 marks the 150th anniversary of the United States Railroad Police providing law enforcement along America's railroads and in the communities they serve.

First utilized in 1847 by the Baltimore & Ohio, railroad police officers were initially appointed as Constables or Deputy Sheriffs by local officials in lieu of formal legislation. Today, the nearly 2,300 Police Officers and Special Agents working for the various freight and passenger railroads hold state Peace Officer commissions and possess the authority to enforce the laws in any jurisdiction where the railroad owns property — regardless of city, county or state boundaries. Each year they investigate over 64,000 incidents including violent crime, protection of customer's freight in transit, fraud and trespasser control.

Railroad police play an integral role within the law enforcement community, frequently joining their public counterparts in combined operations. In New York City, members of the Amtrak police narcotics unit are deputized DEA agents, working exclusively with that agency on drug interdiction assignments.

The American Federation of Railroad Police, or the Amtrak Police Benevolent Association, is the police labor organization which represents over 300 Amtrak police officers. Amtrak PD is a nationwide, nationally accredited department. Its members hold both federal and state police powers.

UP'S SKI TRAIN AND BNSF'S EMPLOYEE SPECIAL Two notable passenger specials rolled into Denver, Colorado, in June, one on UP and one on BNSF.

The Ski Train, which is run over UP's former D&RGW main, is now operated by a private company. The service is offering first-ever Denver to Glenwood Springs *summer* trips due to the heavy weekend traffic on I-70 and the growing popularity of the Glenwood Springs and Aspen/Snowmass areas. The two-day trips ran on June 28-29, and another two-day trip is scheduled for August 9-10, which will leave Denver's Union Station on Saturday morning, returning Sunday evening. Three-day trips are planned for July 25-27 and August 22-24, leaving Denver at noon on Friday and returning Sunday evening. The 5½-hour trip between Denver and Glenwood Springs takes passengers through 185 miles of Rocky Mountain scenery, with highlights including more than 35 tunnels (Moffat Tunnel among them), Winter Park and Fraser Valley, Granby, Hot Sulphur Springs and Byers and Gore Canyons. The inaugural rail ride on June 28-29 carried roughly 350 passengers — about half the 17-car train's capacity. Ski Train passengers must arrange their own lodging, but hoteliers in Glenwood Springs and Snowmass have blocked out rooms for Ski Train passengers. Buses will take travelers wishing to stay in the Aspen / Snowmass area from the Glenwood train depot to hotels in those resort towns.

The Ski Train equipment was used from Denver to Winter Park and back on Saturday, June 21, 1997, on the "*Hillary Clinton Special*" to transport the wives of the eight foreign leaders who attended the G-8 Conference, which was held in Denver. Interestingly, the first ladies were given a "bare-buns" salute by rafters on the Colorado River.

Also in Denver in June was the BNSF's Employee Appreciation Special. The train was to start out of Kansas City with Frisco 4-8-2 1522 but went through a series of motive power changes when the 1522 developed an overheated bearing deadheading up from St. Louis. BNSF GE AC4400CW "Pumpkin" 956 kicked it off, and at Denver BNSF SD70MAC 9751 took over. When the train reached its final destination of Galesburg Railroad Days in Illinois, BNSF 9771 was the power. Milwaukee Road 4-8-4 261 was considered as a substitute to replace the 1522 but was decided against due to coal-handling logistics and the potential fire hazard of running a coal-burning locomotive through dry grass plains. The 261 deadheaded as scheduled from Minneapolis to Galesburg, where it was displayed alongside the 9771 (**page 3**).

BACK IN STRIPES: EL SD45 3607 The Museum of Transportation in Kirkwood, Mo., now has Erie Lackawanna SD45 3607 in the full Phoebe Snow maroon and gray on display. Through a cooperative effort between museums 1000 miles apart, the Tri-State Chapter NRHS and the Erie Lackawanna Historical Society bought the paint, the MOT supplied the labor and the styling drawings came from EMD via Tri-State. The 3607 came to the Museum in 1982 through the efforts of a few dedicated Conrail employees; its restoration is purely cosmetic. This project was spearheaded by the Tri-State Chapter NRHS after its president, Mike Del Vecchio, visited the museum and saw spots of primer on the unit. He contacted museum director Wayne Schmidt and proposed that the chapter would buy the paint if the museum would make the 3607 the next in line to be painted. The offer was accepted, and the ELHS subsequently joined Tri-State's effort by offering to split the cost of paint.. Tri-State had already done the research on the correct colors when it cosmetically restored former Phoebe Snow baggage car 2037, which resides on the Morristown & Erie Railroad in Whippany, N.J. The group obtained the styling drawings from EMD and also put together a package of color photos of the 3601 class in service as a guide for the painter and the detailing.

Erie Lackawanna owned 34 SD45s (3601-3634 built in 1967-'68), in addition to 45 more SDP45s (freight units in the longer passenger frames and carbodies for the larger fuel tank) and SD45-2s, plus three ex-EMD demonstrator SD45s (801-803) acquired from the Delaware & Hudson Railway. The SD45 was a unit for which the EL was best known after the retirement of their F-unit fleet.

The Tri-State Chapter NRHS is based in Morristown, N.J. It also owns former Bangor & Aroostook chicken-wire F3 No.44, which is currently operating on the Southern Railroad of New Jersey painted in Jersey Central tangerine and blue as part of an A-B-A set. Also part of the collection is ex-Lackawanna baggage car 2038, which is painted in a steam-era dark green and still earns its keep as a working express car, touring northern New Jersey and eastern Pennsylvania promoting Operation Lifesaver, railroad history and the future rail & transportation museum currently planned in New Jersey. The 2038 is stored at Whippany, N.J., and moves through the courtesy of the Morristown & Erie.

The Museum of Transportation is located in the St. Louis suburb of Kirkwood, Mo., and has one of the largest rail equipment collections in the country. MOT's flagship locomotive is Frisco 4-8-2 1522, which was restored and is operated by the St. Louis Steam

GALESBURG RAILROAD DAYS were held on June 28 and 29, 1997, in Galesburg, Illinois. Three of the locomotives in attendance **(right)** included Burlington Northern & Santa Fe Railway Company SD70M 9771, North Star Rail's Milwaukee Road 4-8-4 261 and Chicago, Burlington & Quincy 4-6-4 3006, which is on permanent display at Galesburg's Amtrak station. Also in attendance was the *Nebraska Zephyr* trainset with CB&Q E5 9911A from the Illinois Railway Museum. The St. Louis Steam Train Association's Frisco 4-8-2 1522 had been scheduled to attend, but it suffered an overheated bearing while deadheading up to power the BNSF Employee Special earlier in the month and had to return to St. Louis.

MARC BALKIN

J.J. REAP

THE ILLINOIS RAILWAY MUSEUM was the recipient of four former BNSF locomotives on June 5, 1997, when the museum's Davenport, Rock Island & Northwestern SW7 121, delivered AT&SF Warbonnet FP45 92, "executive" F9A-2 BN-2 and F9B-2 BN-3 and BN ex-commuter E9A 9920 in Cascade Green and black. The F-units are operable, but the FP45 will require some overdue maintenance to get it back into working order. AT&SF 92 and and BN-2 **(left)** were at the west end of Building Nine at IRM on June 5, 1997.

SANTA FE "DOODLEBUG" M-160, in Warbonnet paint, and Missouri-Kansas-Texas dining car 438 **(right)**, both owned by the Age of Steam Museum / Southwest Railroad Historical Society of Dallas, Texas, were traveling north on the old Santa Fe (now Kansas City Southern), toward Garland, Texas, on Thursday, June 30, 1997. The occasion was the annual Fourth of July celebration and display by the museum and society. The 438 is the only remaining MKT heavyweight dining car left in existence today.

JOHN HEWITT

THE CAPE BRETON & CENTRAL NOVA SCOTIA RAILWAY, once exclusively powered by Alco (MLW), is no longer all "Alc," as evidenced by this scene **(below)** taken on Monday, June 23, 1997. Train 301 was westbound through Christmas Island, Nova Scotia, with three MLW M630s bracketing newly acquired GP18 4700. The Geep, an ex-Goderich & Exeter, nee-Grand Trunk Western unit, arrived on the CB&CNS Railway during the second week of June 1997. The railroad continues to roster seven active M630s and four RS18s. Reportedly, the 4700 is the only GP18 in Canada.

DALE WOODLAND

Train Association. The museum is owned and operated by St. Louis County, and it's open every day except Christmas, Thanksgiving and New Years Day. You can contact them at 314/965-7998 for details — MIKE DEL VECCHIO.

STATESRAIL TO PURCHASE BNSF TRACKAGE StatesRail, a Dallas, Texas-based company which owns and operates ten freight and scenic railroads with more than 1,650 miles of track in ten states, announced on July 22, 1997, that it has entered into an agreement with the Burlington Northern & Santa Fe Railway to purchase 139 miles of BNSF former-Frisco trackage between Kimbrough, Alabama, and Pensacola, Florida. This new railroad will be named the Alabama & Gulf Coast Railway and will be a subsidiary of StatesRail.

Upon closing of the sale, which is scheduled for early this fall, A&GC will handle all traffic to and from this line. As a part of the agreement, the A&GC will reopen BNSF's line between Atmore and Cantonement, Florida. Construction on two bridges at Atmore, along with track rehabilitation work between Atmore and Cantonement, will begin in late July 1997.

The primary commodities handled on this line are forest and paper products. The Alabama & Gulf Coast Railway will be the principal railroad serving Alabama River Pulp at Fountain, Ala., MacMillan Bloedel Packaging at Pine Hill, Ala., and Champion International at Cantonement, Florida. In addition to these shippers, this railroad will serve other customers on the line between Kimbrough and Pensacola.

NORTHERN NEW JERSEY GETS A DINNER TRAIN Dinner Train Express., Inc., announced on June 24, 1997, the start of Dinner Train excursions in Rockaway, Morris County, New Jersey. The first trips will be operated from Kenvil, N.J., and will travel to the Bartley section of Flanders over the former Central Railroad of New Jersey High Bridge Branch which is currently owned by NJ Transit and operated by the Morristown & Erie Railroad. The excursions will run (rain or shine) Saturday, July 26; Saturday, August 9 and Saturday, August 23, 1997. On each of these dates there will be three trains departing at 4:30 p.m., 6:45 p.m. and 9:00 p.m. Each excursion will last approximately two hours.

Passengers will relive history when they board the train of beautifully restored 1940s and 1950s classic rail cars. Private cars *Mountain View* and *Alder Falls*, both former Pennsylvania Railroad cars, United Railroad Historical Society 5450, a former New York Central Railroad tavern lounge car, and private car *Epicurus*, will be used to provide passengers with first class service of dining while travelling by rail.

Each trip will begin with a three-course dinner , prepared on-board, which will start with Caesar salad, followed by a choice of sirloin tips, chicken marsalla or broiled flounder. Each entree is served with broccoli and broiled red potatoes and followed by cheese cake for dessert. After dinner, passengers are encouraged to enjoyed themselves in one of the many private compartments in the lounge car to enjoy the scenery or in the observation car.

Seating on the train is limited to 60 people, and reservations are required. The ticket price of $79.00 includes both the train trip and the three-course dinner. For further information please call Dinner Train Express at 201/625-4516.

SIRR AND RAHWAY VALLEY RECONSTRUCTION Union County, New Jersey, has let contracts for the reconstruction of the New Jersey portion of the Staten Island Railroad and the Rahway Valley Railroad. Both short lines have been out of service since the Delaware Otsego Corporation abandoned them several years ago. The SIRR will be the first to be reworked in order to expedite rail service to the reopened Howland Hook container port on Staten Island. A new paper recycling plant in the borough of New York City (Manhattan) and a couple of industries in New Jersey will also be served.

The Rahway Valley will be reopened from the NJ Transit connection at Aldene through Kenilworth to Union, New Jersey. The portion of the line from Union through Springfield to Summit and the NJ Transit Morris & Essex Line (former-DL&W) will not be rebuilt. Significant traffic is expected from a major lumber dealer, a paper company and several other shippers and receivers.

The title to the rights-of-way of the former short lines is in the process of being transferred from the New Jersey Department of Transportation to the Port Authority of New York & New Jersey. The Port Authority Railroad Corporation, a new entity, will lease the lines to a short line operator to manage. An operator has been selected but not announced to the public. Operations on the SIRR are expected to commence by year end 1997. The Rahway Valley might not see a steel wheel turn until some time in 1998.

The redevelopment of these two rail lines is a vital part of an economic development plan put together by the Union County Department of Economic Development — WALTER A. APPEL.

NOTES FROM MEXICO The last week of June brought two major developments in the railroad scene South of the Border. First, the Mexican government turned over the Northeast Railway to a group composed of Transportation Maratima and Kansas City Southern. TMM and KCS paid $1.4 billion for the line, which handles a majority of the rail freight traffic in Mexico. The government maintains a 20% interest in the line.

A few days later, *Grupo Ferroviaro Mexicano*, which is composed of the Union Pacific, *Grupo Industrial Minera Mexico* (the nation's largest mining company) and *Empresas Ingenieros Civiles* (Mexico's largest construction firm) won the 3,875-mile Pacific North Railway. The winning and only bid for the PNR was $396 million. The bid was above the minimum of $340 million set by the Mexican government, which will also retain a 20% interest in this line. Both the Northeast and the Pacific North sales grant the new owners a 50-year operating concession.

The Pacific North is twice the length of the Northeast but carries only half the traffic. There were 16,000 employees in the PNR prior to privatization. Only about half the workers will be needed to staff the PNR.

Selling the railway ends 70 years of government control and the loss of approximately 90% of intercity traffic to trucks. Both winning groups plan to regain traffic by modernizing their railways and improving service standards.

Many U.S. owners of railway equipment that is routed to Mexico hope the new owners will better police the railway properties. Covered hoppers especially have been the targets of Mexican thieves, who remove aluminum hatch covers and sell them for scrap. Auto cars and containers also have been targets of Mexican thieves.

These sales point to the spread of railway resurgence from the United States to Mexico and the continuation of the IATA treaty influence on the economies of North America — WALTER A. APPEL

UNION PACIFIC AUSTIN SUB COLLISION Two crew members were killed after Union Pacific trains MLDLI-22 (Manifest Laredo, Texas, to Livonia, Louisiana) and ZYCMX-21 (Premium intermodal Chicago Yard Center to Mexico City) collided head-on at Devine, Texas, about 25 miles southwest of San Antonio, late on the evening of June 22, 1997. Two other train crew members were injured. One suffered severe burns from a furious diesel fuel fire that burned for several hours after the collision. A fourth crew member suffered back injuries. Two non-railroad employees who were allegedly riding the train were also killed in the accident.

Two locomotives and several cars fell from from a rail overpass, where the 11:35 p.m. (CST) collision occurred, onto Highway 132. Fortunately, no vehicles on the highway were involved.

No hazardous materials were released, but news reports indicated that up to 15,000 gallons of diesel fuel may have spilled from the ruptured locomotive tanks, which subsequently ignited. The fuel then burned for three hours after the collision.

NTSB officials will investigate the incident, for which no official cause has yet been determined. The collision occurred at mile 290.4 on UP's Austin Subdivision, where (according to the 10/29/95 System Timetable No. 2) track is unsignalled and dispatched by Track Warrant Control. Trains run at 49 miles per hour on the former-MoPac San Antonio-Laredo line, which has become busier in recent years with cross-border traffic.

At the time of the collision, the trains were on single track between the sidings at Gessner (mile 278.5, about twelve miles north of Devine) and Melon (mile 318.0 about 28 miles south). A business siding that can be switched from the north is located just south of the collision site at Devine — TIM JOHNSON.

KODACHROME: WALT STRINGER

CALTRAIN F40PH-2 No. 901, the *San Jose*, was on southbound train No. 42 when it was photographed at the Tamien, California, station on Monday, June 30, 1997. The mural in the background, although looking like graffiti at first glance, is actually an advertisement for the Tamien Child Care Center. The 901 **(left)** sports Caltrain's new herald and paint scheme. These visual improvements are also part of an expanded service program which now includes 66 weekday trains on their San Francisco to Gilroy / San Jose line. In the true spirit of public transportation, Caltrain provides two trains (Trains 87 and 187) to ferry passengers home from San Jose Sharks hockey games and also provides storage for up to 24 bicycles for those passengers who also peddle. For more information you can contact Caltrain at 800/660-4287 or via the Internet on the World Wide Web at **www.caltrain.com.**

THE LAST RUN TO BIRMINGHAM was on Monday, June 23, 1997, when the Birmingham Southern Railroad ran its last train to downtown Birmingham, Alabama. This closed out 118 years of service. About three miles of track between the west end of BNSF's East Thomas Yard and 1st Avenue North on the southeast end of downtown Birmingham (including several blocks of street running) will be abandoned. This line, constructed in 1878 and first operated in 1879 by the Pratt Coal & Coke Company to link a coal mine in Pratt City with the Alice Furnace Company and Linn Iron Works, was the first section of track that would later become the Birmingham Southern Railroad. Mindis Recycling, Birmingham Southern's last remaining customer in downtown Birmingham, will be served by Norfolk Southern via a new spur off of the AGS (Chattanooga, Tennessee, to Meridian, Mississippi) main line. Employees of the road gathered on BSRR SW1001 No. 224 **(right)** at their 34th Street Ensley Yard on June 23 to commemorate the somber occasion.

KODACHROME: RON MELE

FUJICOLOR PRINT: DARREL WENDT

THE LTV STEEL MINING COMPANY F9s that were involved in the January 13, 1997, runaway train accident at Taconite Harbor, Minn., were scrapped on site, as seen here **(left)** on June 2, 1997. The large craters in the ground were the result of some of the 93 taconite cars that piled up in the derailment.

NBC-TV's "ATOMIC TRAIN" was on the siding at Lang Station (Santa Clarita, Cal.) on July 6, 1997, after a day of being filmed for the new NBC mini-series entitled "Atomic Train." Pacific Rail Industries E8 No. 519 **(below)** led a mixture of former Burlington passenger cars between Lang Station and Sand Canyon Road for the filming.

KODACHROME: BEN KERR

KODACHROMES: JEFF TERRY, EXCEPT AS NOTED

FOR THOSE FORTUNATE enough to be in Chama, New Mexico, in late June of 1997 to witness the 4-4-0 *Eureka* battle the grades of Cumbres Pass, the events will not soon be forgotten. The little 1875 Baldwin put on a spirited show pulling short trains along the C&TS line in Colorado and New Mexico, and even participated in many public trips for railfans.

I first heard a rumor back in March that the C&TS was planning to host the *Eureka* this summer for some charter trips. A quick call to Earl Knoob in Chama confirmed it. Count me in! Several charter trains were to be run, and I selected one out of Chama on June 21 sponsored by the Friends of the C&TS.

After an all-day drive from Salt Lake City, we arrived in Chama late in the evening on June 19. Fortunately, we pulled into the yard just minutes before the *Eureka* arrived in Chama for the first time ever, after a long trip from Antonito. The engine had been delivered to Antonito the previous weekend, with the engine and tender each riding on a flatbed truck.

Early in the morning of June 19 the *Eureka* had left Antonito with a railfan charter to Chama, but early in the trip the little engine developed steaming problems due to a abundance of "green" wood that would just not burn. After returning to Antonito, the tender was filled with dry wood, and *Eureka* again set out for Chama. More steaming problems were encountered, but the engine finally made it into the Chama yards late in the evening with a smiling Dan Markoff at the throttle. Behind the locomotive was D&RGW bunk car 04982, a D&RGW gondola and caboose 0403. After the 64-mile trip, the locomotive spent the night in one of the two remaining stalls of the original Chama roundhouse (which is a rather tight fit for a 2-8-2 but is just the right size for a locomotive like the *Eureka*). The open roundhouse doors gave us plenty of opportunity to put the camera away and just marvel at this narrow-gauge wonder steaming in the dim light.

Much has been written about the *Eureka* in recent years, but for you who are unaware, here's a capsule history. The *Eureka* was built by Baldwin in 1875 for the Eureka & Palisade Railroad (headquartered in Palisade, Nevada) as their number 4. The standard Baldwin "Centennial" 4-4-0 spent its first years hauling freight and passenger trains in the dry Nevada desert, before being sold to the Sierra Nevada Wood & Lumber Company in 1896. At that time the *Eureka* was sent off to Hobart Mills, Cal., and renumbered 5. It spent the remaining years of its working life hauling logs in the forests of California.

After No. 5 was retired, it was "discovered" by the late Gerald Best, who persuaded the Warner Brothers movie studios to purchase the locomotive. They did just that in 1939, and the little 4-4-0 was reconditioned to star in Western movies. Studio ownership saved the *Eureka*, as it likely would have been scrapped otherwise. After many years of movie use, the engine was sold to the Old Tucson Corporation which was building a new Western-theme resort in Henderson, Nevada, called Old Vegas. It was put on display wearing "Virginia & Truckee" dress from the movie "*The Spoilers*."

A fire at Old Vegas in 1985 severely damaged the *Eureka*, but salvation came in the form of Las Vegas attorney Dan Markoff, who discovered its remains and purchased the battered hulk the following year. Several years of extensive restoration work followed, and the rehabilitated engine was first displayed to the public at Railfair '91 in Sacramento. Since then, it has traveled to Plaster City, Cal., and Eureka, Nevada, and even operated twice on the Durango & Silverton Narrow Gauge Railroad. But for the most part, *Eureka* has been spending the majority of its time carefully stored in the Markoff's enginehouse in Las Vegas.

The big test

Friday, June 20, dawned with bright and clear skies over the Chama yards. On this day, the *Eureka* would attempt to conquer the stiff 4% grades to Cumbres with a short train in tow. It would be a formidable task, as the grades precluded the use of small

The *Eureka* to Cumbres

by Jeff Terry

A classic 4-4-0 visits the Cumbres & Toltec Scenic Railroad

DAN MARKOFF'S BEAUTIFUL 4-4-0 *EUREKA* took on wood fuel and water at Osier while the charter train behind K-27 463 turned on the new balloon loop on Saturday, June 21, 1997. The last photo stop of that day (**top**) was a spirited runpast with the freight consist near Milepost 322, a few miles west of Osier.

4-4-0s even when the pass had first opened in 1880. The D&RG preferred to use larger 4-6-0s and 2-8-0s to handle freight up the pass during the early years before the first big 2-8-2 "Mudhens" were delivered.

Around 9:00, *Eureka* was gingerly pushed out of the roundhouse by several railroad employees and volunteers, and a wood fire was lit. Accompanying the 4-4-0 in the yard were K-36 Mikados 484 and 487 and K-37 497, all under steam. The spit-polished brass trim and crimson, brown and gold leaf paintwork on the *Eureka* was in sharp contrast to the grimy, workaday C&TS Mikados!

After the C&TS engines had moved to the ash dump pit and the water tower, it was *Eureka's* turn. It's very interesting to watch a late steam-era water tower being used to fill the limited capacity tender on an 1870s steam locomotive. Rest assured that those who stand too close will get a bath! Backing down the main line, the locomotive took on wood and was coupled to a former D&RGW gondola and caboose 0503.

The regular C&TS passenger train departed Chama on the advertised at 10:30 behind K-37 497. After the passenger train had left, *Eureka* was given clearance by the Chama dispatcher to head for Lobato.

The railfans waiting at the Highway 17 crossing just out of Chama were treated to an awesome sight as *Eureka* stormed past the Jukes Tree and headed north towards Cumbres with a full head of steam. The *Eureka* sounded ten times its size as it blasted through the scrub oaks and into the Narrows. The 4% grades slowed the engine down considerably, however, and with more weight behind the drawbar than it could carry, the *Eureka* stalled out near Milepost 341 at Lobato Lake. The decision was made to return the train to Chama, drop the gon and try the hill again. The first trip was only going as far as Lobato, anyhow.

The second trip

Getting under way out of Chama in late afternoon, the crew of "Work Extra No. 4" once again prepared to tackle Cumbres Pass — this time with just D&RGW caboose 0503 in tow, the *Eureka* steamed through Lobato without stalling. But even with such a small load, the engine still had to work hard on the accent to the pass. The first stop was at Lobato, where the engine performed a photo runby and then backed into the siding to wait for the regular C&TS passenger train from Antonito, powered by K-36 488. Once the 488 had cleared, No. 4 was given the main line all the way to the summit.

Below the S-curve at Milepost 337, the *Eureka* once again paused to allow the crew to oil the rods and inspect the running gear. The sand dome was raided, and handfuls of sand were run along the rails for several hundred feet ahead of the locomotive to allow for an easier start on the grade. The *Eureka* put on a spirited performance leaving MP 337, bound for the siding at Cresco where a volunteer crew filled the tender with a fresh supply of wood. After topping off the water at the Cresco tank, the train accelerated up the main line for the final climb to Cumbres Pass.

Up at the top of Cumbres, a crowd of fans had gathered to witness the final climb. In spectacular form, the *Eureka* pulled around Windy Point and marched up to the Cumbres water plug. It was the first time in several decades that anything other than a D&RGW 2-8-2 had brought a train up to the summit from Chama. After turning on the wye, the train departed Cumbres for the trip back to Chama with Earl Knoob at the throttle. "Pray to the Air Brake Gods" was heard from Earl as he gingerly eased the No. 4 down the first hill just past the Chama Section house.

The 1870s freight train

The driving volunteer organization at the railroad, the Friends of the C&TS, had arranged to charter the *Eureka* for a special photo freight train to Osier and back on Saturday, June 21. Since the 4-4-0 was too small to handle a passenger train on its own, a passenger charter (pulled by K-27 Mikado 463) would follow the *Eureka* and its lone caboose up to Cumbres where additional freight cars would be added to both trains.

At 10:30 the regular C&TS passenger train left Chama behind doubleheaded K-36s 484 and 487. Two GATX tank cars had been cut in between the locomotives, and these were set out at Cumbres to be picked up later in the day by 463. Tacked on the rear were several freight cars (including bunk

KODACHROME: ROGER P. COOK

CRESTING CUMBRES PASS from Chama for the first time, the *Eureka* paused to take water from the Cumbres plug on Friday, June 20, before turning on the wye and returning to Chama. The picture of the photo freight on Tanglefoot Curve east of Cumbres (**below**) was made from the passenger-carrying charter powered by K-27 463 which was following it

car 04982 and box/outfit car 4444) that would be added to *Eureka*'s consist.

At noon the 463 highballed out of Chama with the passenger charter (which consisted of several freight and eight passenger cars), with the No. 4 and her caboose just a few minutes ahead. At Lobato, the 463 backed out of sight, and the *Eureka* performed a photo runby with the Weed City water tank in the background. Then in a spectacular show of smoke and steam, the 463 pulled forward, picked up the passengers, and proceeded up the line. This method of double runbys using both trains would be the order of business for most of the day.

Lunch was served to the passengers on 463's train as it waited for *Eureka* to water and wood up at Cresco, and after getting under way again, another photo run was performed with the 463 near Coxo. When both trains finally arrived at Cumbres Pass, they were met by a C&TS passenger train bound for Chama behind K37 497.

An impromptu photo run was performed with the *Eureka* at Tanglefoot Curve, where the track makes a large loop as it descends in elevation. The passenger charter simply stopped on the upper level, and photographers took photos from the train as No. 4 passed on the lower level. These turned out to be some of the best photos of the entire day.

Another photo stop with both trains was made at Los Piños before the charter finally reached Osier in the late afternoon. For those who have not visited the C&TS recently, you might be surprised to learn that a large balloon turning track has been constructed at Osier. This required many hundreds of tons of fill but has proven its worth. Before it was constructed, engines would have to run through to either terminal. Now, smaller locomotives like the 463 (which have difficulty pulling the grades out of Chama) can be regularly assigned to the Antonito train, and larger power (such as the 497) can be kept on the Chama-Osier portion of the railroad.

Leaving Osier with the sun setting low in the west, the charter trains nevertheless stopped for two more photo runs, including one mind-blowing spectacular shot around Milepost 322 with the *Eureka* charging at the photo line in a fabulous show of steam and smoke. The specials arrived back into Chama well after dark, ending a great day of ralfanning on the C&TS. A special thanks should go to the Chama BBQ, which stayed open long past regular business hours to provide the weary (but happy) passengers with a hot meal.

Friends of the C&TS

During all the excitement with the *Eureka* running on the C&TS, it was easy to overlook the work session of the Friends of the Cumbres & Toltec that was being held at the same time. The Friends are a driving force behind the railroad, and their efforts in recent years have made a great impact on the way the C&TS appears to the public.

In June, the Friends were busy re-roofing the Chama sandhouse and pouring new concrete around the deteriorating base of the sand tower. In addition, several freight and passenger cars were undergoing repairs and repainting in the yard. If in doubt of the impact the Friends have had, just look at the buildings at Sublette which have been nicely restored with new roofs, paint, and windows.

On a side note, it should also be mentioned that the new operator of the railroad, C&TS RR Corp. (headed up by George Bartholomew, former owner/operator of the Edaville Railroad in South Carver, Mass.), is doing an excellent job since Kyle Railways left last year. The railroad looks better than it ever has, and rumor has it that there are even plans to begin restoration work on 2-8-2 483, which was the first engine to operate on the C&TS in 1971. (Long the unofficial "flagship" of the railroad, the 483 has been out of service due to mechanical troubles since 1977.) There is also a turntable on the property now, stored and waiting for installation near the original brick roundhouse. The table is a former Colorado & Southern 100-foot through-truss-bridge type donated by the Elitch Gardens amusement park in Denver.

Final thoughts

By now the *Eureka* is back at home in Las Vegas, and the C&TS is once again ruled by outside-frame D&RGW 2-8-2s. But for those us that were there, we will always remember the sights and sounds of a narrow-gauge wood-burning (Kodachrome burning!?) 4-4-0 charging up Cumbres pass with a full head of steam and a red caboose in tow. Dan Markoff should be proud.

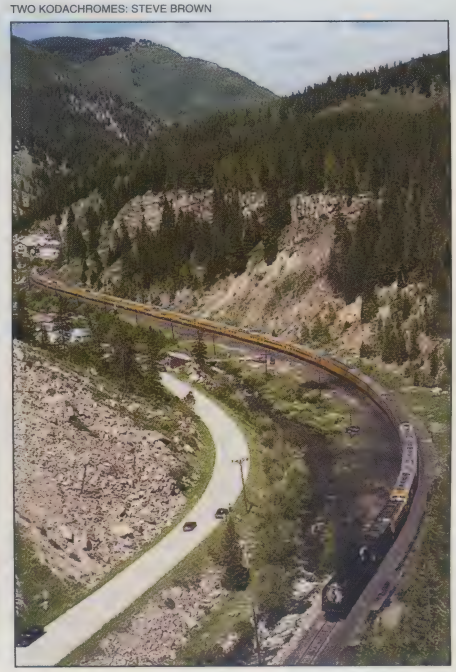
"Through The Rockies" with 844

by Steve Barry

KODACHROME: ROGER P. COOK

IT WAS A FITTING FINALE. What will likely be the last passenger train to travel the entire length of the former-Denver & Rio Grande Western's Royal Gorge Route was a steam-powered streamliner. Union Pacific and the Central Coast Chapter NRHS teamed up to run the *Royal Gorge Steam Special* on June 21-23, 1997. During the *Special's* three-day jaunt from Denver to Salt Lake City, the day that attracted the most interest was Sunday the 22nd. The train spent Saturday night in Canñon City, after coming down the Joint Line from Denver, and early Sunday morning was blasting through the heart of the Royal Gorge (**left**). Later in the day it attacked Tennessee Pass, heading toward the summit across Tennessee Park as Colorado's highest peak, Mount Elbert, loomed overhead (**above**). After cresting the summit, it was down the 3% grade through Red Cliff (**below**). The train finished the memorable day in Grand Junction, then headed on to Salt Lake City on Monday.

TWO KODACHROMES: STEVE BROWN



by Kurt R. Reisweber

PHOTOGRAPHY: KODACHROMES, KURT REISWEBER, EXCEPT AS NOTED

LOOKING AT THE SLEEK modern glass and stone office buildings of downtown Richmond, Virginia, it's easy to forget that this is where the government of the Confederate States of America made its home. Skyscrapers, suburban malls and housing and elevated expressways give an impression like that of any other medium-sized American city. Yet reminders of the Confederate past can be found. A stone monument perhaps two carlengths from the former Chesapeake & Ohio draws attention to where the Confederate Navy Yard was located. On Monument Avenue equestrian statues of Confederate generals stand silently — whether by design or by accident the two who died during the Civil War face north, while the one who survived faces south. That the Confederates failed in their bid to preserve states' rights — and slavery — is indicated by the fact that the generals must now share Monument Avenue with a statue of tennis great Arthur Ashe. The passage of time hasn't completely erased symbols of Richmond's brief tenure as the capital of a separate country.

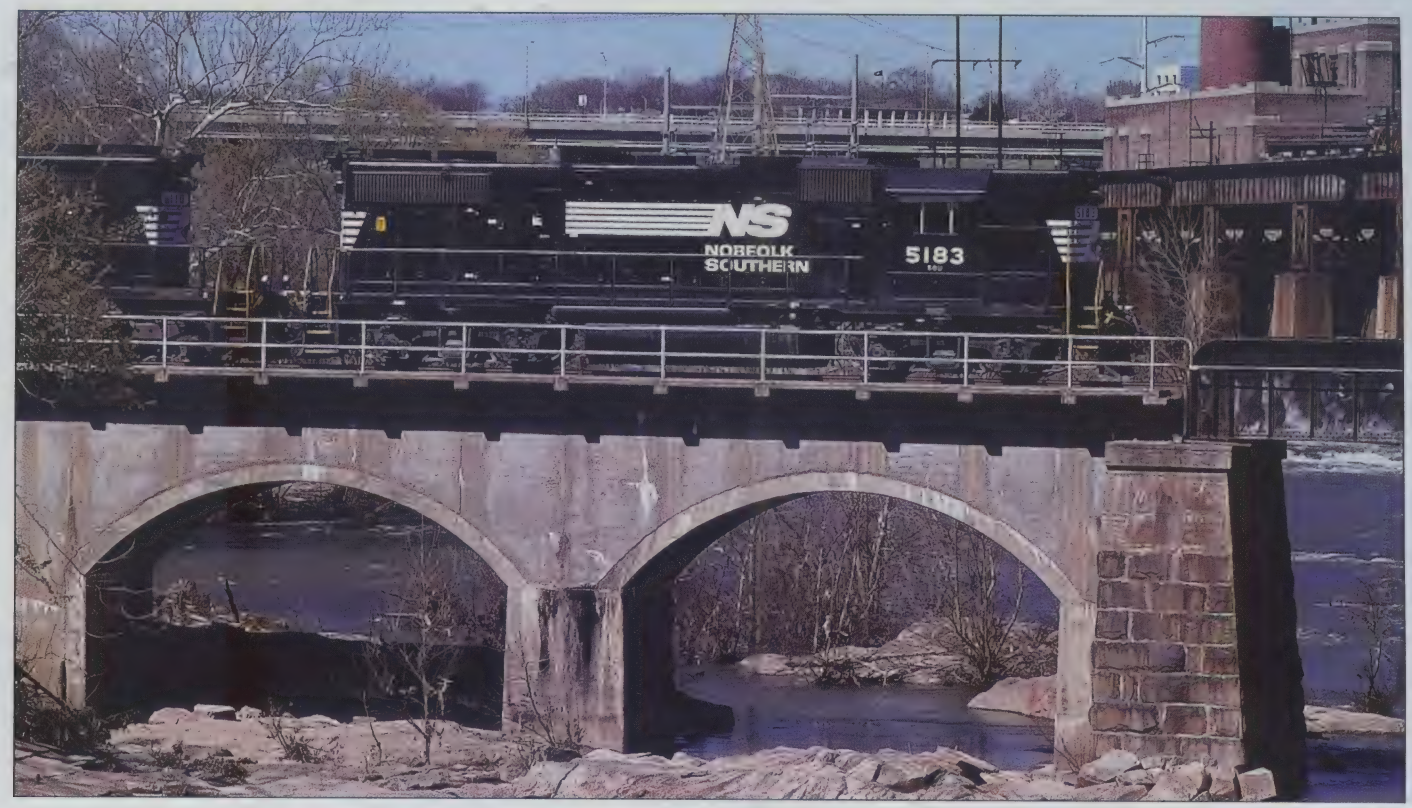
Richmond is also filled with reminders of a great railroad history. And unlike some cities, there's still a great railroad presence. In 1997, the local rail network is mostly intact and sees heavy business. There are fewer companies and less colorful paint schemes, but the setting is magnificent, and trains are frequent.

The city boasts hills steep enough for two pusher grades. A double-track steel viaduct three miles long runs parallel to the James River and has one of the city's two major junctions right in the middle of it. As if this isn't enough, Richmond has the Triple Crossing: the only place in the country where three different rail lines cross at one point on different levels. Big-time railroading is alive and well in the Confederate capital.

When horsepower was *horse* power

Richmond was a small town in 1780 when the state capital moved from Williamsburg, which was considered vulnerable to British attack. By 1789, long-held dreams of a canal along the

Richmond's Railroads



RAILROADING IN RICHMOND today is dominated by two railroads: CSX and Norfolk Southern. In March 1997 GP38-2 5183 had the V26 job crossing the old Southern Railway bridge over the James River en route to West Point with the ex-C&O bridge in the background. In June 1996 (**opposite**) CSX AC4400CW 23 had a grain train eastbound on the James River bridge; this view from the Manchester Bridge shows Canal Walk Park and the stone piers of the 1838 Richmond & Petersburg bridge (later Atlantic Coast Line) bracketing the CSX steel viaduct.

James River from Richmond to what is now West Virginia became a partial reality. The first section of the James River Canal went from Richmond all the way out to Westham, seven miles west of town. It was repeatedly extended and received considerable state support, being renamed in the process as the James River & Kanawha Canal. Despite this progress, it expanded slowly, reaching Lynchburg in 1840 and terminating at Buchanan, Va., in 1851. The canal handled mostly agricultural products, and until railroads appeared it was moderately successful. However, by 1851 it was clear that the era of canal-building was over.

The first railroad in the state was the Chesterfield Railroad, a short spur from the south side of Richmond to some nearby coal pits at what is now Midlothian, Va. Chartered in 1828 and completed in 1831, it hauled coal behind horses or mules over twelve miles of track. With the appearance of steam power, the road became obsolete, and it ceased operation after 20 years, replaced by a competing railroad with mechanical locomotion.

The RF&P

By 1834, steam-powered railroading was a more-or-less proven commodity, and the next railroad in the city, the Richmond, Fredericksburg & Potomac (RF&P), was chartered. At the time, it was intended not to reach Washington, D.C., but the obscure Potomac River location of Aquia Creek, Va., where steamboat connections for points north could be made. As with the canal, the state supported RF&P by purchasing some of its stock, a fact of considerable importance 150 years later. In addition, a state law was passed prohibiting any other railroad from being built parallel to the RF&P. Construction started in 1835, and the first trains ran in 1836. The original RF&P station in Richmond was at the intersection of Eighth and Broad Streets, where the Theater Row Office Building is now. RF&P's standard gauge track ran down the middle of Broad Street (then called H Street) for almost 20 blocks to reach it. Locomotive and car repair work was done there, as well.

Other railroads soon appeared in Richmond, but until the Civil War none actually connected with another. During the war, the Confederate government installed a connection between the RF&P and the Richmond & Petersburg (R&P), whose station was at Eighth Street, six blocks to the south. This temporary connection was built in the middle of the street on a grade so severe that it was almost unusable. Much of the RF&P north of Richmond was damaged during the war, but the portion right in Richmond was largely spared.

After the war, a permanent link with the R&P was built. A company with the melodious name of The Richmond, Fredericksburg & Potomac and Richmond & Petersburg Connection Railroad (RF&P-R&P) built the track — all one-and-a-quarter miles of it — in 1866 and 1867. It was leased jointly by the RF&P and the R&P but was operated as an integral part of the RF&P. This line wasn't a vast improvement on the temporary connection built during the war. Features included grades of about 2% and a short tunnel under Byrd Street from roughly Fifth to Second Street. A section of the line ran up the middle of Belvidere Street for about

five blocks before joining with the original RF&P line in Broad Street a block west of the intersection of Belvidere and Broad.

When the RF&P-R&P was completed, through trains began running between Aquia Creek and Weldon, N.C., via the RF&P, the R&P and the Petersburg Railroad. The RF&P depot at Eighth and Broad was relegated to local service, and through trains used the R&P station at Eighth and Byrd Streets. By 1887, the R&P station was inadequate, so a new union station popularly known as the Byrd Street Station was built at the corner of Seventh and Canal Streets on the lot where the Kanawha Plaza is now. An additional, "suburban" station called Elba was built in 1880 at the point on Broad where the RF&P original line and the RF&P-R&P joined. After its completion, no trains used the station at Eighth and Broad.

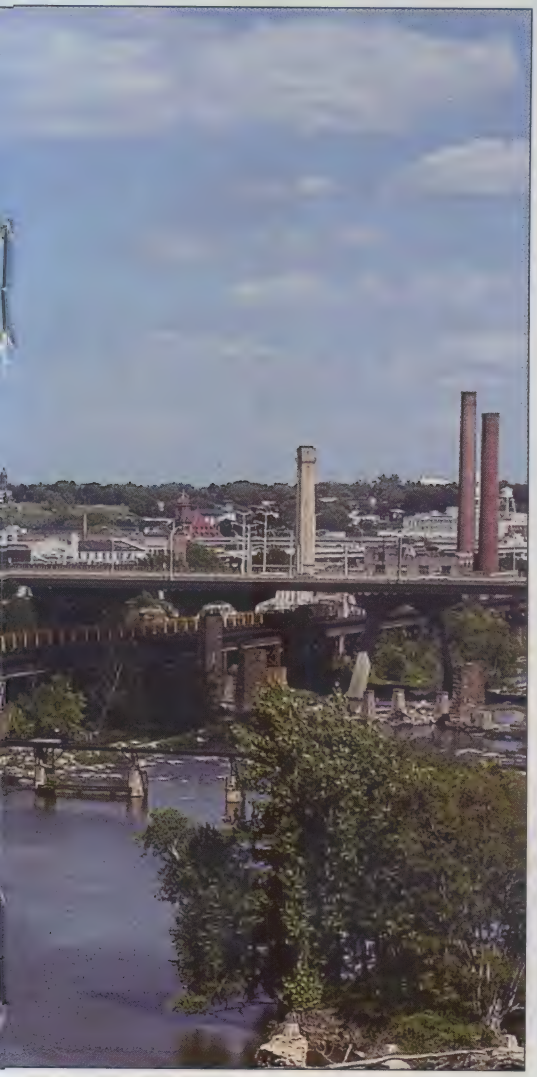
The original repair shops at Eighth and Broad quickly became outmoded, so a new facility named Boulton Shops was built in 1872 at Leigh Street near Hermitage Road, about where East Coast Metal Distributors is now. A major change of ownership occurred in 1885, when most of RF&P's stock was sold to the W.T. Walters group of Baltimore, owners of the R&P.

Almost immediately after completion of the Byrd Street Station, the city and the railroads almost got into another war over the issue of trains running on the RF&P-R&P. Residents along Belvidere thought the railroad was most annoying. It went so far as a city ordinance banning steam locomotives on the RF&P-R&P effective in 1890. Since the connection road was almost as inconvenient for the railroads as it was for the city, a decision was made to build a freight bypass line well to the west of Richmond.

Built in 1890 and 1891, this new track naturally became known as the Belt Line. It was owned half-and-half by the RF&P and the R&P, with the RF&P half being from Acca (then called Branch's Crossing) to the James River, about three miles. The change of ownership occurred in the center of the James River bridge. Although the half of the Belt Line south of the river was owned by R&P, it was operated by the RF&P. The R&P part of the line was a bit over four miles long and extended from the river to Clopton Yard, where it joined the original R&P main line. A new yard was built by the RF&P at Acca, since freight trains would be bypassing all the existing freight facilities.

Unfortunately, the Belt Line was too far out of town to be acceptable for passenger trains. The Byrd Street Station was itself inadequate, being a stub-end terminal, and the problems of running passenger trains through the streets on the RF&P-R&P Connection remained. Beginning in 1913, consideration was given to resolving these problems for good.

The solution chosen involved building a new union station on Broad Street just east of Acca. It was important that the Belt Line be used for passenger as well as freight trains, but trains using the station would already have passed the Belt Line junction at Acca. This would make it necessary for them to retrace their route back to the junction from the station to head out of Richmond in either direction. In order to do this effectively, the station was located on a giant loop of track enabling trains to reverse direction while passing through. Opened in 1919, it was jointly owned



RIVANNA JUNCTION is on the C&O viaduct just east of the Triple Crossing; in November 1966 GP40-2 6247 had just dropped "down the hill" off the old SAL via the Amtrak Connection. In a sweeping view of downtown Richmond (**opposite**) from the Robert E. Lee Bridge, a CSX rail train was westbound on the Rivanna Subdivision viaduct in August 1988. The tallest Federal Reserve Bank building is on the approximate site of the original Richmond & Petersburg depot and later Byrd Street Station. Behind the units are the Tredegar Iron Works buildings.

by the RF&P and the Atlantic Coast Line (successor to the R&P) through a terminal company. Though officially called Union Station of Richmond, it was universally called Broad Street Station. As plans were finalized for the station, it became clear that the Belt Line would need some additional capacity, so a second track was added in 1915 and 1916. At the same time, the grade was lowered to avoid crossings of streets.

After Broad Street Station opened, the RF&P-R&P Connection was immediately closed. Boulton Shops were now poorly located on a spur, so a new shop was built at Acca, opening for business in 1924. Today, Dabney Road passes right through the site of those steam-era shops at Acca, and the only remaining building is the former tender shop. In 1962, a combined diesel and car shop known as Bryan Park Terminal was built alongside Acca Yard to handle the new diesel power. The Automatic Train Control that gives CSX such headaches today was installed to comply with a 1927 Interstate Commerce Commission order.

Another battle ensued at the end of the century over access to northern markets for the growing Seaboard Air Line (SAL) system. The Seaboard took steps to build its own line into Richmond starting in 1898 and wanted to arrange for through service to points north via the RF&P. The ACL interests owned most of the RF&P and tried to block SAL's northward progress, but many parties, including the Pennsylvania Railroad and the state, opposed the ACL. In 1901, ACL conceded, and in a complex transaction a new entity called the Richmond-Washington Company (R-W) was set up to own the majority of RF&P's stock. Richmond-Washington, a New Jersey corporation, was equally owned by the ACL, SAL, PRR, C&O, Southern Railway and Baltimore & Ohio.

The appearance of Amtrak in 1971 was the beginning of the end for Broad Street Station. Amtrak wanted less costly stations everywhere, and Richmond soon got one. In 1975, Amtrak opened a new station across the tracks from RF&P's GN Tower at Greendale, just north of Acca Yard. Fronting on Staples Mill Road, it's much smaller than Broad Street Station.

Starting in the 1960s, ownership of Richmond-Washington changed as its parents evolved. By the time CSX appeared on the scene in 1980, it owned 80% of R-W and quite naturally wanted to take over the RF&P. But the state still owned shares of RF&P, held by the Virginia Retirement System (VRS). CSX made an offer to buy the RF&P shares in 1990 but was turned down because the price was considered too low. A modified, second offer proposed splitting the RF&P with its rail assets going to CSX and the state keeping the real estate, which had become the

"GN"
Amtrak Station
Acca Yard
Bryan Park
"AY"
I-64
Hermitage Yard
HAMILTON ST.
RF&P
U.S. 301
Broad St. Station
BROAD ST.
U.S. 360
SAL
"Fifth Street"
C&O
MECHANICSVILLE TURNPIKE
I-195
CARY ST.
LEIGH ST.
RF&P Station
"AM"
I-64
RT. 161
9-MILE RD.
RICHMOND
C&O
"DX"
Main St. Station
Rivanna Jct.
JAMES RIVER
Triple Crossing
SR
NS yard office
Rocketts
SR
Belle Isle Yard
"Louisiana St."
SEMMES AVE.
I-95
MIDLOTHIAN TURNPIKE
DARBYTOWN RD.
U.S. 360
Fulton Yard
C&O
South Yard
U.S. 301
ACL
"Commerce Rd."
Clopton Yard
SAL
COMMERCE RD.
"Marlboro"
BELLS ROAD
"FA"
Richmond Deepwater Terminal
Alexandria
Orange
CSX
Charlottesville
Doswell
Roanoke
RICHMOND
Newport News
NS
Norfolk
ACL
CSX (new)
C&O
RF&P
SAL
SR
MAP ART: KURT REISWEIBER AND WALT LANKENAU

EKTACHROME: JIM BOYD

THE SEABOARD AIR LINE presented a colorful array of power (E7 563, GP7 966 and Baldwin RS12 214, already wearing SCL numbers) at the Hermitage engine terminal in November 1967. In April 1973 Amtrak's *Silver Star* (**below**) paused at Broad Street Station with the units already on the balloon loop. The depot is now the Science Museum of Virginia.

company's most valuable asset. This proposal found favor, particularly with Virginia Governor Doug Wilder, who wanted to see the new Washington Redskins stadium built on the site of Potomac Yard in Alexandria, Va. As a result, CSX took over the RF&P Railroad in 1991 by trading its RF&P stock to VRS in exchange for the railroad properties.

Atlantic Coast Line

Atlantic Coast Line's predecessor in Richmond was the Richmond & Petersburg Railroad. It was organized in 1836 and completed 22 miles of standard gauge track from Richmond to Petersburg in 1838. The company's Richmond terminal was at Eighth and Byrd Streets just north of its James River bridge (where the Federal Reserve Bank is now). Since there was little space at the north end of the bridge, a yard was built in Manchester at the south end of the bridge as well. This was known as "Shops" Yard or South Richmond Yard at various times.

When Richmond fell to the Union Army in April 1865, the R&P bridge was consumed in the immolation of the city which was started by retreating Rebels. It was soon rebuilt, however, and the 1867 completion of the RF&P-R&P Connection Railroad started a long period of coordination with the RF&P. A second fire destroyed the R&P bridge in 1882, causing massive discomfort to the R&P and RF&P until it was replaced in 1883.

In 1873, control of R&P passed to W.T. Walters and his Baltimore associates, one of their first moves in assembling the Atlantic Coast Line. In its early days, the ACL was a system of separate companies with common ownership. The R&P was folded into the ACL in 1900.

When the Belt Line around Richmond was completed in 1891, interchange between R&P and RF&P was done at the south end of the Belt Line, Clopton Yard. However, during the World War I era rebuilding of the grade, a new section of about five miles in length was added between a heretofore insignificant point on the Belt Line called Meadow (one mile south of the James River) and a new junction on the original R&P main line called Falling Creek. Named after a stream just south of the junction, this point is now called "FA" after the call letters of the interlocking tower that once stood there. The new route was faster but bypassed Clopton Yard completely. After this change, ACL freight trains ran to Acca to meet the RF&P. The original R&P route into downtown Richmond remained in service, in part so ACL could interchange with the C&O. The 1883 R&P bridge was replaced by a steel viaduct in 1902.

The Norfolk & Western (N&W) entered Richmond, in a manner of speaking, via the ACL. The two roads ran a joint Richmond-to-Norfolk service from the late Nineteenth Century until 1967. In later years particularly, N&W equipment was used exclusively.

Southern Railway

Five-foot-gauge rails appeared in Richmond in 1850 with completion of the Richmond & Danville (R&D) bridge across the James River. The R&D was organized in 1847, and by 1856 it had completed a 140-mile line between its namesake cities. Its construction heralded the end of the Chesterfield Railroad, whose mules couldn't compete with steam. The R&D passenger station was at the north end of the James River bridge, while most freight facilities were at the south end in Manchester.

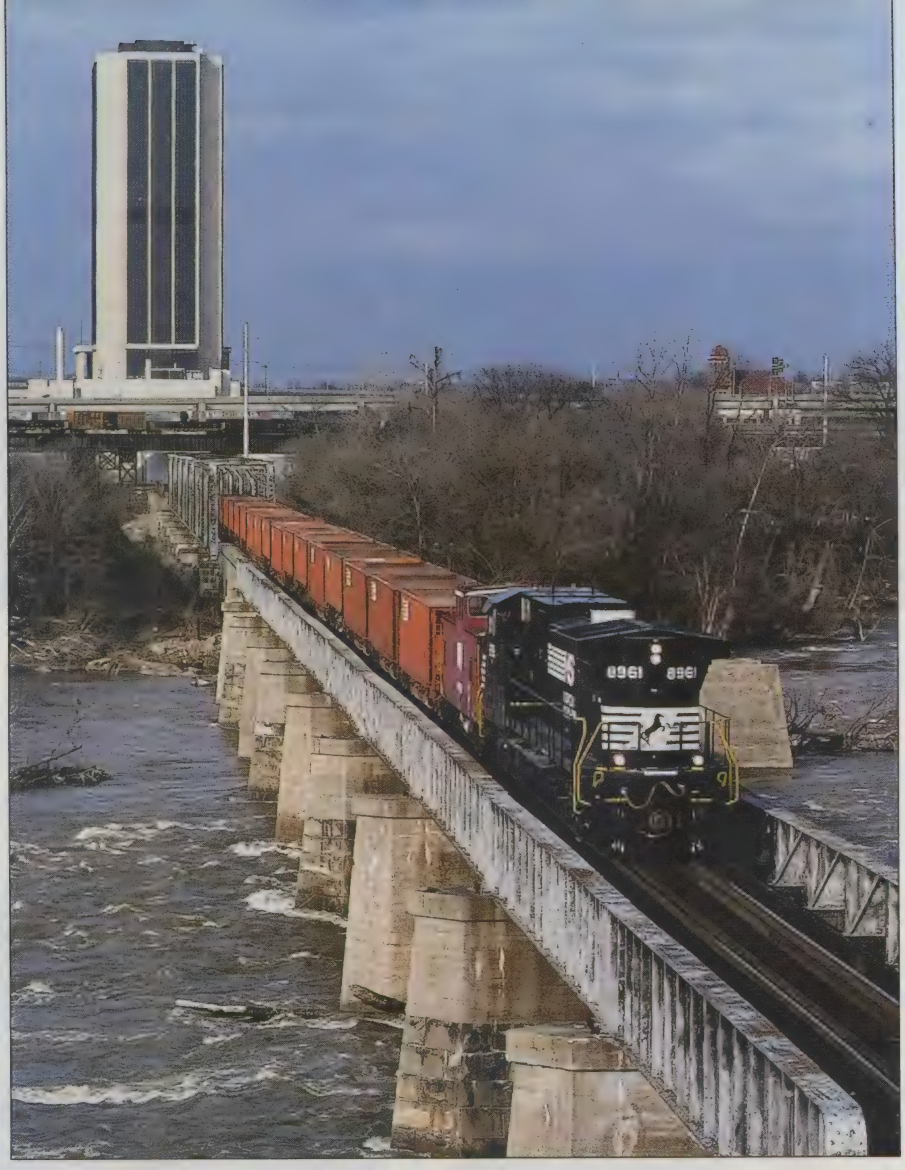
A moderately eventful career followed until April 1865, when Robert E. Lee advised Confederate President Jefferson Davis to waste no time in leaving

Richmond. Davis took that advice, and he and many members of his government exited the city via the only open route, the R&D. The Rebels left behind were assigned to burn anything the Union Army could use; the resulting conflagration took out the R&D bridge as well as most of downtown.

After the war, recovery was not long in coming, and the R&D soon prospered again. In 1872, a branch was built onto Belle Isle to serve a portion of the Tredegar Iron Works. Additional branches built in the early 1870s served coal yards at Rocketts on the south side of the James and additional coal pits at Midlothian.

Meanwhile, the Richmond & York River Railroad (R&YR) was organized to build a 38-mile line from Richmond to West Point, Va., in 1853. The line was partially opened in 1859. Like the original RF&P, it was built to link Richmond with water transport, since West Point was served by steamboats. Its Richmond terminus was near where the Great Ship Lock Park is today. The R&YR was devastated for much of its length during the Peninsula Campaign of George McClellan in 1862. Not being important to The Cause, it wasn't rebuilt until 1869.

Following the war, the R&YR didn't recover and was sold under foreclosure to Thomas Clyde and his associates in 1872. The company was then renamed Richmond, York River & Chesapeake (RYR&C). In 1879, a connection track



A NORFOLK SOUTHERN ballast train was crossing the James River behind Dash 9-40CW 8961 in April 1966 after working on the West Point line. GP50 7029 (**left**) and SD40-2 6178 had West Point local V26 crossing the now-stationary Great Ship Lock drawbridge on the east side of Richmond in June 1994.

was built (through the site of today's Triple Crossing) to join the R&D and the RYR&C. The RYR&C largely disappeared as a distinct company in 1881 when it was leased to the R&D.

In 1875, Clyde had purchased the R&D as well and began promoting a rail-water service from Baltimore to various southern cities through West Point under the name Piedmont Air Line Route. By the early 1880s, the R&D controlled rail lines all the way to Atlanta through a holding company. From Richmond's point of view, the most important R&D acquisition was of the Virginia Midland Railway (VM) in 1881. Previously controlled by the B&O, the VM ran from Danville to Alexandria, Va., opposite Washington, D.C., on the Potomac River. The R&D made a major alteration in 1886, changing its gauge to standard, enabling its trains to run into Washington. This now became the system's main route, and the Richmond line became a branch. Soon after, the R&D became overextended financially and was hard hit by the panic of 1893. In 1894, John Pierpont Morgan reorganized the R&D as the Southern Railway.

Richmond got a new Southern Railway station in 1900. Located at the north end of the James River bridge, it was demolished in 1914 to make way for a freight house, most of which remains

there today. Southern Railway trains used Main Street Station briefly, but another new station was eventually built on the south side on Hull Street. Today's Norfolk Southern, formed by merger of SR and N&W in 1982, has made only minor changes in Richmond.

Chesapeake & Ohio

Richmond's fourth railroad didn't even intend to serve Richmond at first. The Louisa Railroad was organized to build a standard gauge line from Doswell (20 miles north of Richmond, then called Hanover Junction) to rural Louisa, Va., in 1836. Initially it was operated as part of the RF&P, but management soon decided to build their own line to the big city. The RF&P attempted to block construction in court, claiming this would be a parallel railroad and therefore violated the law prohibiting competition passed when RF&P was chartered. The courts disagreed, and by 1851 the new line reached Richmond. Plans had also been in the works to build further west and, reflecting this, the Louisa Railroad was renamed Virginia Central Railroad (VC) in 1850. The original VC depot was along Seventeenth Street at Broad Street.

During the war, VC track outside Richmond was severely damaged by both sides. Despite this, growth resumed after hostilities ended. In 1868, the VC was merged with the Covington & Ohio Railroad to form the Chesapeake & Ohio Railroad with the Ohio River as its objective. This growth attracted considerable attention outside Virginia.

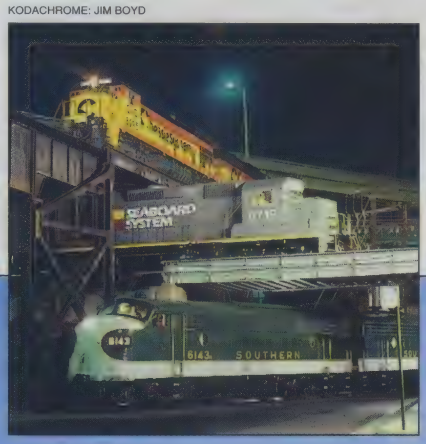
Collis P. Huntington was one of the "Big Four" who built the Central Pacific after the war. His ambitions knew no bounds, and he dreamed of owning a true transcontinental railroad, one company from coast to coast. In the same year that the Golden Spike was driven joining the Central Pacific and Union Pacific (1869), Huntington set his sights on the C&O. Soon he was president of the prospective eastern half of his cross-country rail line. Though Huntington was only with the C&O until 1888, he had major impact on the road's future.

Although construction was still in progress on the western end of the C&O, there was also work needed in the east. The C&O yard in the Shockoe Valley along Seventeenth Street wasn't in a good position to generate large volumes of business, so Huntington decided to build a short extension to the deep water docks on the east side of Richmond. In this case, deep water meant the James River. The best route involved building a tunnel under Church Hill, but only after considerable trouble was it completed in 1873.

Not surprisingly, Richmond didn't prove adequate as an ocean port. The river was too shallow and narrow for that. So the C&O was forced to go further east for its port. The Peninsula Subdivision was built through Williamsburg, the quiet former capital of Virginia, and on to Newport News on Hampton Roads harbor in 1880-1881. At Newport News, coal and grain handling piers were built to generate the heavy traffic Huntington desired. The new extension was a huge success, and C&O's business boomed.

Now for the bad news. Tonnage was constantly increasing, but C&O trains had to negotiate a sawtooth profile between Clifton Forge and Richmond with grades of up to one-and-a-half percent. With 1880 equipment, this was

KODACHROME: JIM BOYD



THE WORLD FAMOUS TRIPLE CROSSING, depicted at night (**top**) during the 1983 NRHS Convention, had the Southern tracks in the middle of Dock Street (**below**, in June 1987) before the floodwall project that moved them to the side of the road. In September 1996 a Wheelwright coal train (**above**) on the old SAL with Dash 8-40CW 7733 was passing beneath an eastbound coal train behind AC4400CW 237 stopped at Rivanna Junction for a crew change.

THE BELT LINE around the west side of Richmond was RF&P north of the James River and ACL south of there. In April 1986 a mix of Family Lines and Seaboard System power (**left**) had a freight southbound at Douglasdale Road where the RF&P ran in the median of the Powhite Parkway / Interstate 95. In June 1981 Amtrak SDP40F 632 (**below**) had the *Silver Star* southbound at the Broad Street overpass. At right is the 1958 Seaboard Air Line general office building, now rental property.

a substantial impediment. Fortunately, a solution to this problem appeared quickly.

The Richmond & Alleghany Railroad (R&A) was organized in 1878 and by 1880 had bought up all the property of the old James River & Kanawha Canal. A rail line was then built along the canal right-of-way, usually on the towpath. Additionally, the Buchanan & Clifton Forge Railway was purchased so the R&A would have a decent western terminus. Construction was completed in 1881, providentially just as the C&O track to Newport News was being finished. The R&A terminal in Richmond was between Eighth and Twelfth Streets along Canal Street, at the site where the canal basin had been previously. Unlike the C&O, the R&A had easy grades across Virginia since it followed the James River all the way. Better yet, the grades opposed westbounds, while the loads moved mostly eastward.

Despite its easy profile, the R&A had a hard time financially. Except in Lynchburg, there were few revenue-producing areas along the entire 230 mile line (a description that's still valid today). Only two years after its completion, the R&A was in receivership.

The C&O intervened by leasing the R&A in 1888 and acquiring stock control in 1889.

Though now equipped with an easy grade across the Old Dominion, the C&O still had problems in Richmond. The C&O and R&A didn't actually connect, and on a temporary basis trackage rights were obtained from the Richmond & Danville through downtown. But the R&D route involved street trackage, and the approaches to the R&D track had steep grades, so again a permanent arrangement was needed.

Permanence took the form of the C&O Viaduct, a three-mile-long, double-track, steel bridge that was built in 1900-1901 to connect the C&O and R&A more efficiently. The point of connection between the two routes was named Rivanna Junction. Parts of the Viaduct avoided built-up areas of downtown by projecting over the James River. Simultaneously, a new passenger depot called Main Street Station was built jointly with the Seaboard Air Line. A large yard called Fulton Yard was built at the east end of the Viaduct. The R&A route quickly became the main line for C&O freight trains, while passenger trains continued to use the old VC route.

The C&O facilities in Richmond were extensive. A good-sized locomotive shop and a small freight car shop were built at Fulton. In addition, a major C&O passenger car shop was located along Seventeenth Street until the 1950s. The original R&A terminal was used until around 1970 as a freight station. The C&O also owned much of the First National Bank Building, built in 1912-'13, which housed the railroad's general offices.

Three C&O subdivisions converged at Rivanna Junction. The Rivanna

Subdivision was from Richmond to Gladstone (near Lynchburg), the Piedmont Sub covered Richmond to Charlottesville, and the Peninsula Sub extended from Richmond to Newport News, including Fulton Yard.

The Chessie System appeared in 1973 as a holding company, bringing a new paint scheme to Richmond but changing little else. The one layout change during this period was caused by Amtrak. From 1971 to 1976, Amtrak trains used the traditional C&O route of Newport News-Richmond-West Virginia. This didn't attract much business, so the route was changed in 1976 to Newport News-Richmond-New York. At the time, there wasn't any track connection such that these trains could use the new Staples Mill Road station on the RF&P. A new connection had to be built from the C&O to the former SAL at Seventeenth Street Yard to make the run possible. It was called the "Amtrak Connection" to honor its principal user.

MAIN STREET STATION served the SAL and C&O downtown and is now state property after its recent failure as a shopping mall. The CSX units are pushers on a loaded grain train bound from Fulton Yard to Acca Yard. Today's Amtrak station (**below**) is at Staples Mill Road north of Acca Yard, where an RF&P northbound was passing GN Tower in February 1987.

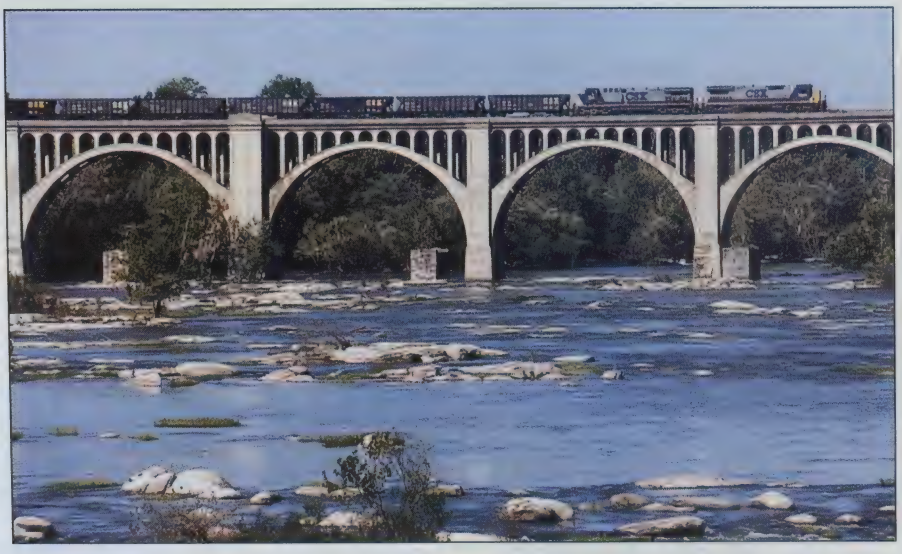
The Church Hill Tunnel

Perhaps the C&O should have sensed trouble as it embarked on building the Church Hill Tunnel in 1872. Designed as part of the C&O route to the docks along the James River, the tunnel passed through large clay deposits underneath a residential portion of the city. The clay, known as blue marl, was apt to move when soaked with water. The tunnel would have to be bored through this unstable mass of earth for 4,000 feet.

In late 1872 and early 1873 slides of the clay set back construction. One slide was serious enough to break gas mains above and start a fire. The worst slide occurred on January 14, 1873. A large hole about 100 by 30 feet opened in the surface above the tunnel. Three houses and a church were mortally wounded in this fiasco.

The tunnel served its intended purpose from late 1873 until after the C&O Viaduct was completed. It was taken out of service in 1902, but it wasn't abandoned. By 1925, business on the Viaduct had gotten to the point where it was considered congested, and a decision was made to reopen the tunnel. Since the tunnel was small by contemporary standards, it would need enlarging before 1925 equipment began using it.

Rebuilding was under way on a rainy October 2, 1925. A work train of ten flatcars and a locomotive had just entered the tunnel when another major collapse started, bringing parts of the tunnel roof and large quantities of earth down on the train. The fireman and several laborers crawled out of the tunnel underneath the flat cars, but



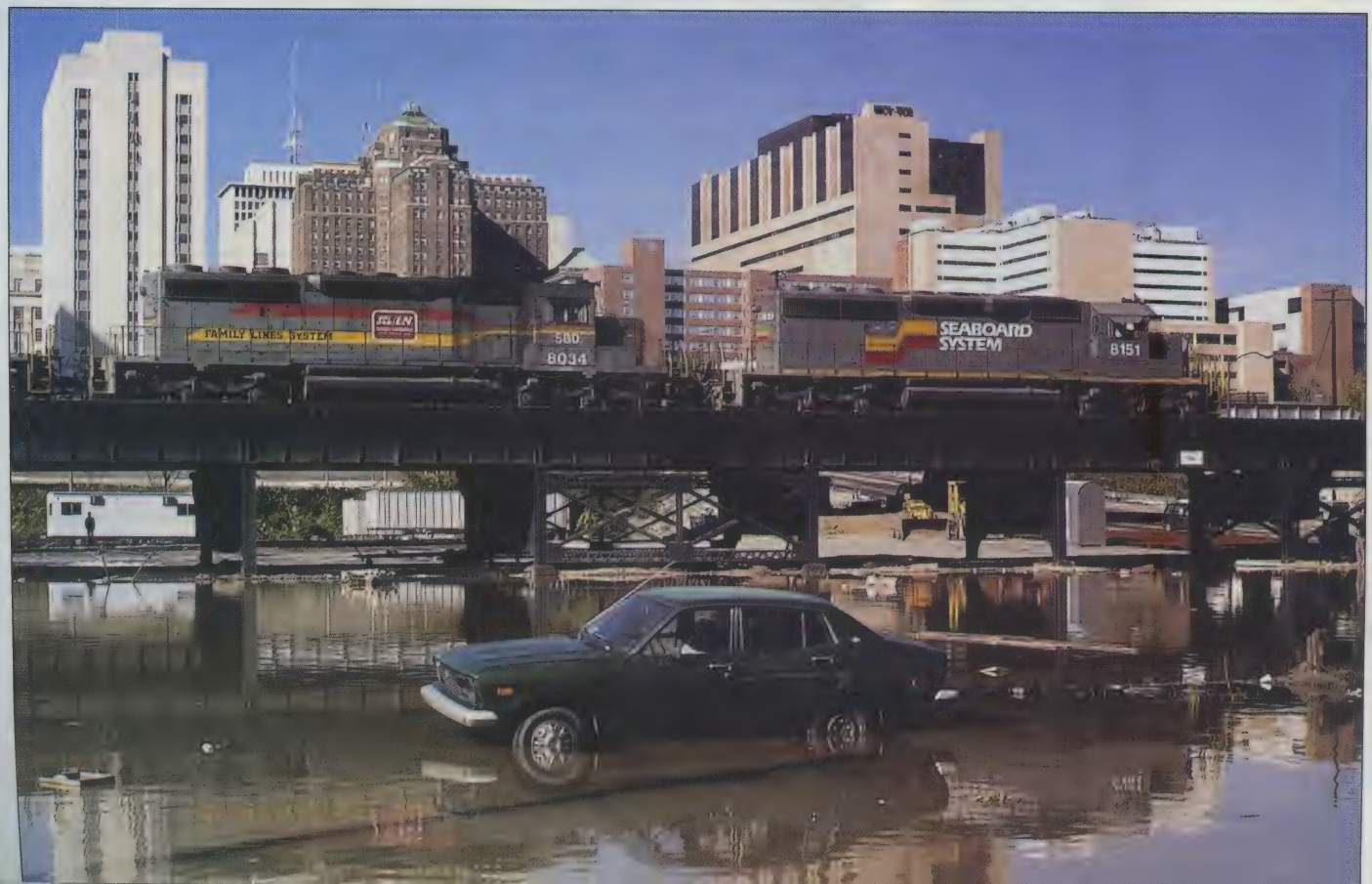
THE JAMES RIVER is crossed by the old ACL/RF&P Belt Line on a magnificent concrete arch bridge; this view from the "Nickel Bridge" shows a northbound empty Rocky Mount coal train in October 1996. A loaded Wheelwright coal train (**opposite left**) was crossing the James River in March 1997 on the old SAL bridge — the rear of the train is in the Triple Crossing.

the engineer and at least two laborers didn't get out. Ultimately, shafts were sunk from above to reach the cave-in site, and the engineer's body was recovered. The laborers were never found.

After this disaster, the C&O decided to call it quits. The tunnel, with the train still inside, was filled with sand and sealed at both ends. A portion of the east end continued to be used as part of the C&O-SR interchange until CSX closed it permanently. A marker with the date the tunnel was sealed, 1926, is embedded in the closed west portal.

Seaboard Air Line

Like the R&D, the Seaboard Air Line and its predecessors formed a rail-water link between Baltimore and several southern cities, in the SAL case via Portsmouth, Virginia. After some destructive competition following the



Civil War, in 1877 the SAL and R&D agreed not to compete. The R&D was not to run steamboats to the Norfolk area while the SAL agreed to the same for the Richmond market. Once the R&D had been reorganized as the Southern Railway, that company decided to go head-to-head with SAL and restarted its steamboat service to Norfolk. The SAL then had little choice but to fight back by building a rail line to Richmond.

The SAL (which was then a loose collection of companies with common ownership, like the ACL) took advantage of an existing railroad charter by buying the Richmond, Petersburg & Carolina Railroad from the city of Petersburg in 1898. This railroad was surveyed, but no construction had yet been done. It would form an easy 100-mile route from the SAL at aptly named Norlina, N.C., (near the North Carolina-Virginia state line) to Richmond.

Construction started immediately, and in 1900 trains reached Richmond. The SAL saw that work on the C&O layout in Richmond at the same time presented an opportunity and proposed construction of the jointly owned Main Street Station, to which C&O agreed. Opening of the new C&O and SAL lines in the city also completed the Triple Crossing, three railroads crossing at the same point, one atop the next.

The SAL had three different yards in Richmond. Hermitage Yard, adjacent to Acca Yard, was used for through trains via the RF&P and local business. Brown Street Yard and South Yard, on the north and south sides of the James respectively, were used for local business and interchange with the C&O and SR. The portion of track between Brown Street and Hermitage was triple track for many years and included a 1% grade.

A short branch of the SAL was built near Richmond between 1928 and 1930. This was the 15-mile-long Prince George & Chesterfield Railway, linking the SAL main line at Bellwood (nine miles south of Richmond) with Hopewell, the chemical capital of Virginia.

A long-held dream of SAL management came true in 1958, when the company's general offices moved to Richmond from Portsmouth. They were housed in a new building on Broad Street that was right next to a railroad — but it was the ACL! In 1959, SAL passenger trains switched to Broad Street Station in anticipation of the merger of SAL and ACL. It was an awkward move, as the SAL trains had to back into the station.

THE HUGE C&O VIADUCT along the north bank of the James River provides an endless variety of photo opportunities. In February 1996 CSX eastbound R302 was passing the derelict former-C&O tugboat *W.J. Harahan* in Great Ship Lock Park. The.C&O bought the tug second hand in 1941 as the Chessie, then later renamed it and sold it in 1962; it sank in the canal in 1973. Pizza with a Dash 8-40CW for topping was featured (**opposite top**) at the Bottoms Up Restaurant at Rivanna Junction in October 1996. Hurricane Juan caused the James River to flood in November 1985 (**opposite bottom**); the Acca-bound SD40-2s were on the C&O Piedmont Sub just past Main Street Station about to cross flooded Broad Street.

Seaboard Coast Line

In the 1960s, the focus of the rail industry was on cost control by eliminating parallel routes and duplicate facilities. Seaboard Air Line and Atlantic Coast Line went with the flow and merged in 1967, after nine years of delays. The new Seaboard Coast Line (SCL) looked for cost savings and found them in Richmond.

The SAL main line was immediately reduced to local service only. At Centralia, about ten miles south of Richmond, a connection was built between the SAL and ACL tracks. This allowed abandonment of the SAL from Centralia south to Petersburg. Hermitage Yard was closed and mostly torn up. The other SAL yards remained in operation.

Change also hit the ACL. The north end of the original R&P route in downtown Richmond, which had been saved for ACL-C&O interchange, could now be eliminated. The 1902 James River bridge was dismantled in 1970, and SCL would henceforth interchange with the C&O at Brown Street Yard, which was alongside the C&O's Seventeenth Street Yard. The R&P downtown line stayed in service to Shops Yard to handle local business.

CSX

The mega-merger era hit Richmond in 1980 with the consolidation of Chessie System and Seaboard Coast Line. The new CSX Transportation made Richmond home to its corporate headquarters, though most office functions were handled elsewhere. Through an interesting turn of fate, the CSX offices are located in the James Center, which was built on the site where the Canal Basin and the R&A terminal had been previously. Excavation for the James Center turned up numerous canal boats, which were buried when the R&A filled in the Basin.

Changes made by CSX included removal in 1985 of Shops Yard on the former R&P line. The original section of the Belt Line between Meadow and Clopton was abandoned. Brown Street Yard was closed and the track removed.

The former C&O yard at Seventeenth Street was taken up beginning in 1988. After 1991, Fulton Yard was gradually downgraded, with the merchandise business relocated at Acca Yard and the yardmasters relocated to Huntington, W.Va. The huge coaling tower that pinpointed the location of Fulton Yard from many vantage points in the city was torn down. The long and undulating wooden trestle that formed part of the C&O-SR interchange was reduced to kindling by 1990, and with it the last short section of track in the Church Hill Tunnel (used as a tail track) was dismantled. Signaling was removed from most of the Piedmont Subdivision.

Tall signals were added to the RF&P in many places in an apparent bid to eliminate the Automatic Train Control (which requires a specialized fleet of locomotives to lead trains on that line). In addition, a new passenger main line was built alongside Acca Yard so Amtrak wouldn't have to negotiate the center of the yard as before. Bryan

Park Terminal was converted into a roadway equipment shop.

Finally, in early 1997, the "Bone Dry" connection (the odd name comes from the Bone Dry Fertilizer Company which once occupied a nearby site) was added in the Brown Street area. It fulfills much the same function as the Amtrak Connection today, except without the passenger trains and a different orientation. The point where the Amtrak and Bone Dry connections meet and join the Piedmont Sub is called AM Junction. With its completion, movements may be easily made from former C&O to former SAL trackage and vice versa.

CSX operations today

On its north-south route (the old ACL-RF&P), CSX has a fleet of piggyback and general merchandise trains, many of which do little more than change crews at Acca Yard. Most local trains on this route no longer originate in Richmond, calling Doswell and Petersburg home instead. Passenger trains are frequent enough, mostly headed to and from Florida. Northbound Tropicana Juice trains numbered K650 pass by every few days. There are occasional movements by Acca Yard crews to points on the former SAL to do local work and interchange with NS.

More interesting operations revolve around the east-west route, the former C&O. Tidewater-bound loaded coal trains usually stop at Rivanna Junction, on the Viaduct, for a crew change before proceeding into Fulton Yard. Once in the yard, a stop must be made to pick up the pusher, which is required on most loaded trains to get past the .6% grade in the yard. Crew changes can be done at DX interlocking (next to Hollywood Cemetery) as well. Westbound empty tidewater trains take either the Rivanna or Piedmont Sub to get back to West Virginia.

Other loaded coal trains face even more problems. Wheelwright coal trains arrive from the west like any other but usually change crews at Fulton. At the same time, a pusher is attached to the rear. The pusher then leads the train to AM Junction and past the interlocking. After clearing the switch, the head end power takes over and pulls the train over the former SAL to the Wheelwright power plant on the Hopewell Branch south of town. Empty Wheelwrights return on the SAL and pull through the Bone Dry to exit Richmond via the Piedmont Subdivision.

Rocky Mount (N.C.) coal trains and Portsmouth (Va.) grain trains enter Fulton Yard, where the head end power runs around the train and couples to what was the rear. The pusher is then added to what was the front, and together they handle the train to Acca Yard. These trains take the ex-C&O out to AM Junction and then the SAL to Acca. At Acca, they turn south on the ACL. Northbound empties diverge off the ACL at Centralia, taking the SAL to AM Junction and then onto the Piedmont Sub for the trip west.

The "Stone Train" runs as a turn over the C&O routes to get from a quarry near Doswell to Newport News. Made up of a solid string of gravel cars, it is usually numbered K967, though there is sometimes more than one per day. These trains are based at Doswell and make straight shots over the Piedmont and Peninsula Subs.

PUSHER SERVICE is required for heavy trains ascending the 1% grade on the old SAL from the river to Acca Yard. Former Seaboard System SD40 8321was shoving this Rocky Mount coal train northward just beyond Fifth Street in September 1996.

The only merchandise trains on the C&O line west of Richmond are R302 and R303, which run between Acca and Russell, Kentucky. These trains must run into Fulton Yard and reverse directions in order to make the trip. They usually do work at Fulton while doing so. Merchandise business east of Richmond is handled by long-distance locals numbered H770 and H771, which run between Acca and Newport News.

NS operations today

Since the NS Richmond District is a branch line, its trains are far fewer in number or complexity. Traffic from the west is brought from Crewe, Va., on a daylight turn numbered V08. After V08 arrives, a V26 turn to West Point is run. Sometimes, if business at the paper mill at West Point is heavy, a second turn numbered V24 is called, usually much later in the day. The local yard job is V28. It handles yard switching and interchange at Rocketts with CSX; it sometimes runs east of Richmond for a few miles to serve local industries.

A great place to visit

Richmond has plenty to keep the average person occupied. Photography is easy, and Richmond is a place where many good photos can be had without ever setting foot on railroad property. On the CSX north-south route, Douglasdale Road offers a good overhead view of the ACL-RF&P Belt Line, while Westwood Avenue crosses the track right above Acca Yard. Mayo's Bridge offers good views of trains on the NS West Point line and of the Rivanna Sub in the morning, as well as afternoon views of the ex-SAL. The Lee Bridge is best for afternoon westbounds on the Rivanna Sub. More challenging is the Manchester Bridge, where good shots of both eastbounds and westbounds on the Rivanna Sub are possible. This bridge has a pedestrian walkway in the middle of the traffic lanes, and caution is advised. The Triple Crossing is easy to get to, though a bit cluttered. Many new spots have appeared as a result of the flood wall construction. There are walkways on top of the wall in many places on the south side where great telephoto shots are easy. Few big cities are more photogenic than the former capital of the Confederacy.

Amador Central roadmaster deluxe Luis Leon

"AFTER 25 YEARS, I think I know every crosstie on the railroad."

The clear light of a March mountain morning filled the dark eyes of Luis Leon, roadmaster, track foreman and one-fourth of the workforce of the Amador Central Railroad Company at Martell, California.

Ten minutes after 7:00 on a sunny Tuesday morning in the tiny foothill lumber town 35 miles southeast of Sacramento, Leon prepared for the day's work. Proud of his quarter-century with the company, equal to the challenge of maintaining AC's demanding line, Leon paused to reflect on his railroad career.

"Twenty-five years ago, the track? No good." An accent as warm as morning coffee blended with soft Spanish music on Leon's truck radio.

"Today? The track very good!"

Tomorrow?

Leon kicked aimlessly at the ballast beneath his boots, trying to understand how a sawmill sale could so dramatically affect his life. On this deceptively bright March 25, 1997, Amador Central was six carloadings away from the end. Barring unforseen delays, the railroad would make its final run on Friday.

"Tomorrow I look for a job."

Amador Central's Silent Spring

Vignettes and photography by Ted Benson

IN THE HEARTS of Western railfans, few short lines were so rare as the Amador Central. A transportation fixture in California's Mother Lode since 1906, a regional treasure celebrated nationally in Lucius Beebe and Charles Clegg's 1947 volume *Mixed Train Daily*, "the Amador" retained its antiquarian charm well into the 1970s. With 69 curves (most in excess of 10 degrees,) grades up to 3.8% and an elevation change of 1,244 feet on its twelve-mile run through the oak-studded uplands of Amador County, the AC was a photographer's delight. Intact, though long-unused depots still stood at the Southern Pacific interchange in Ione and the end of track at Martell. A decreasing number of wooden trestles still spanned foothill defiles. The three-stall Martell enginehouse that once sheltered a motley collection of cast-off steamers had been remodeled to house a diesel roster of switchers from Baldwin and General Electric. Three decades after the AC's "discovery," visiting railfans still walked in the footsteps of Beebe and Clegg.

A series of capital improvements had smoothed over most of the Amador's rough edges by 1997, but it would take more than new ties, filled trestles and the retirement of AC's Baldwin S12s to remove the railroad's charm. The Electro-Motive SW7 and SW1200 units that arrived in '95 and '96 more than complimented Amador's unsurpassed scenery; Martell's production put trains on the railroad at least twice a week, and AC's greatest resource — its dedicated personal — were consistently cordial to "visiting firemen." Fifty years after *Mixed Train Daily*, the Amador Central stood out for the very qualities that once made it so common. In 1997, the AC had become a precious example of classic short line railroading. Now, eight days after the vernal equinox, Amador Central faced a silent spring.

Eastbound empties on the Route 88 bridge at "Overpass" on March 10, 1997

Amador Central's Silent Spring

"THIS IS HARD — I can't begin to describe how I feel."

Annette Polte, AC's general manager, sat quietly in her trackside office at Georgia-Pacific's Martell mill, surrounded by a quarter-century of memories. Amador Central had survived a number of ownership changes since the lumber company assumed control of the railroad in 1945. Polte had documented them all, including three during her tour of duty.

But G-P's sale of the Martell property to Sierra Pacific Industries at the end of 1996 wrote what appeared to be the final page in the railroad's history. Purchasing the operation primarily for G-P's timber holdings, SPI planned to send most of Martell's work to regional mills at Camino, Chinese Camp and Standard. After three decades spent fine-tuning its physical plant, Amador Central was left with nothing to haul.

Annette Polte wasn't sure which hurt more — the loss of her railroad or the assault on her health. Having survived four brain aneurysms between 1995 and 1996, Polte considered it a miracle just to be alive. Her doctors had never seen anyone outlive more than one. Perhaps it was Polte's focused attitude that helped pull her through. "They said the railroad was all I talked about in the hospital."

The heart of a railfan beats behind Polte's no-nonsense exterior.

"For 26 years I picked up every piece of information on the railroad I could find. We had all the Amador's history in those two file drawers," Annette gestured toward one corner of the office. "The paper collection was unbelievable."

A wistful bitterness crept into her voice as Polte recalled the last two years. "You wouldn't believe how anti-people this company is. I got sick, and the minute I left, Georgia-Pacific decided they needed the files for more important stuff. Didn't even call the local museum — just threw it all away."

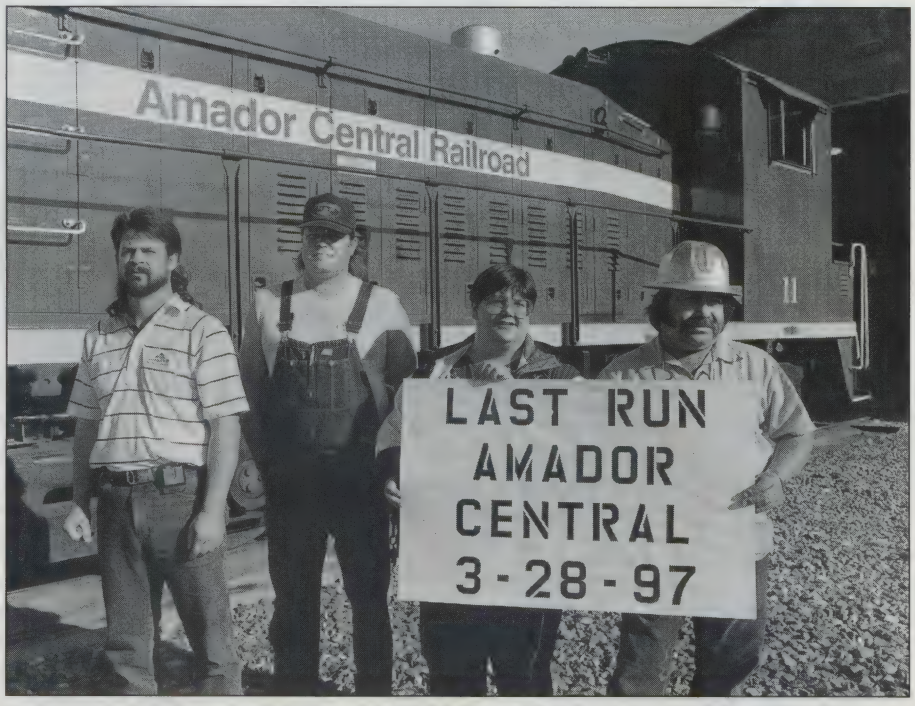
The strident chime of a Nathan P-3 filled the conversational void left by Polte's revelation. Outside, gleaming SW1200 number 11 returned to the yard with the next-to-last train of lumber to leave town. Polte watched the royal blue and white EMD pass with a sigh.

"After all that, I came back to this."

LONG FACES filled the shadows outside the Martell enginehouse in the first hour after sunrise on March 28, 1997. Two railfans with too many last runs in their photo collection commiserated over the irony of AC's Good Friday farewell.

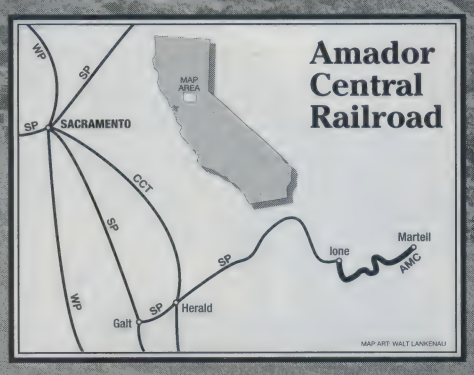
"It's a beautiful morning," a remarkably upbeat Annette Polte greeted the two. "Why're you guys so down?"

If anyone felt the pain of the AC's impending demise, it should have been the railroaders — not "hardcore foamers" like Mark Acuna, a utility service planner from Placerville who attached a neatly stencilled "last run" sign on engine 11 while an anonymous newspaperman from Modesto hung a pair of well-traveled Western Pacific marker lamps on the nose of the SW1200.



Amador Central's last four employees (l to r) Jeff Schultz, Garth Brazil, Annette Polte and Luis Leon.

But Amador's railroaders had chosen to face their fate with a smile, embracing the fans' avocational interest. Tuesday's trip had turned into one big railfan "photo op," highlighted by group portraits and engineer Jeff Shultz posing Baldwin 10 and the two EMDs outside the enginehouse. This morning, Schultz and conductor Garth Brazil nodded approval of the 11's decoration before heading off for the mill at 7:15. Back in the yard at 7:30, Amador Central's last revenue run departed Martell at 8:01, six loaded lumber flats and one boxcar of particle board on the drawbar of the SW1200.

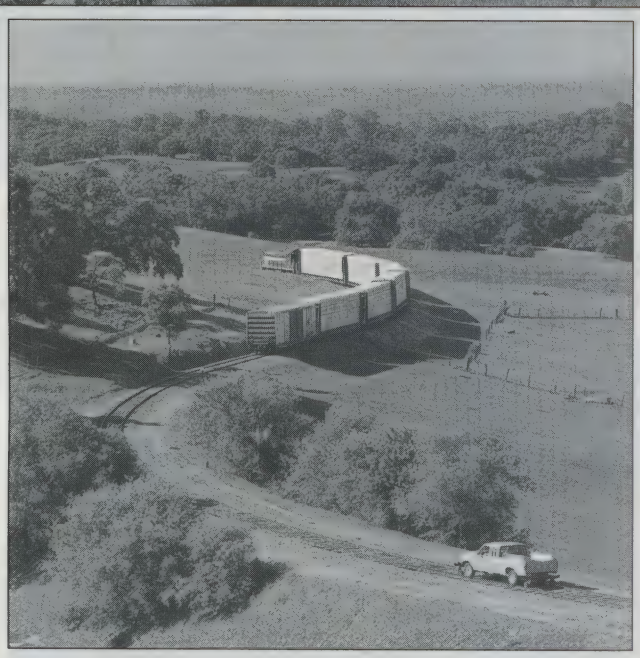


The Martell mill looms large above the blue and white Amador Central No. 11 on the next-to-last revenue run to Ione on March 25, 1997.

Railfan Brian Curnow studies No. 11 beside the Martell depot on March 25.

The last meet between the Amador Central and Southern Pacific's Lodi Local (powered by two GP40s) took place at Ione on March 25, 1997.

Westbound at Milepost 6, the last run heads downgrade on March 28, 1997.



The last run rounds curves at Milepost 4 with Luis Leon's pickup behind.

Multiplying by the mile, the number of following fans grew on the descent to Ione. Forty-something veterans like Pat Davis of Stockton and Brian Curnow of Sonora remembered the AC from 44-tonner days in the 1960s. Others, like UC Berkeley professor Rob Leachman, were seeing the AC for the first and last time.

"This is marvelous," he intoned from a hillside west of Sunnybrook station as the train picked its way downhill with Luis Leon's highrailing Ford pickup bringing up the rear. "I'm glad I didn't miss this."

Down in the town formerly known as "Bed Bug," Schultz and Brazil made short work of delivering their train to the Espee interchange before heading light back up the hill at 9:58 a.m. The two had bid farewell to their main line brothers on Tuesday, when the arrival of SP's Lodi Local had coincided with the AC's biweekly appearance. This day, Schultz and Brazil tarried just long enough for Acuna to change ends with the "last run" sign while SP dispatcher emeritus Ken Meeker pegged white flags on the cab of engine 11.

"We're getting too good at this 'last run' stuff," Acuna and Meeker observed. "Let's hope we don't have to do it again."

TWO MINUTES shy of 11:00 a.m., Jeff Schultz brought Amador Central unit 11 to a halt outside the enginehouse door at Martell. A final salvo of photography occupied the next half hour. Slowly the crowd drifted away, some heading south on Highway 49 to capture a rare relief run by Sierra Railroad Baldwin 42.

"You folks done?"

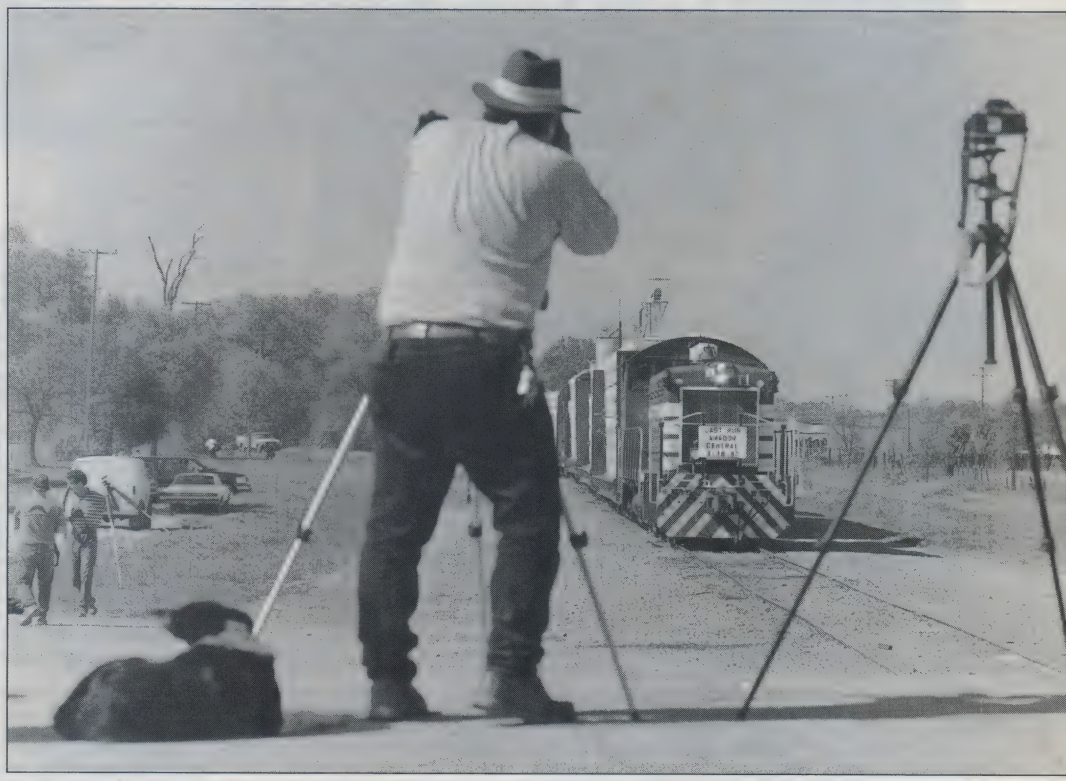
Markers down, the last frames of film exposed, Jeff Schultz placed No. 11 in the house at 11:24

a.m. Back in the mechanic's office, talk centered on future employment possibilities — a mixture of cautious optimism laced with sympathy for the 110 jobs lost at the Martell mill.

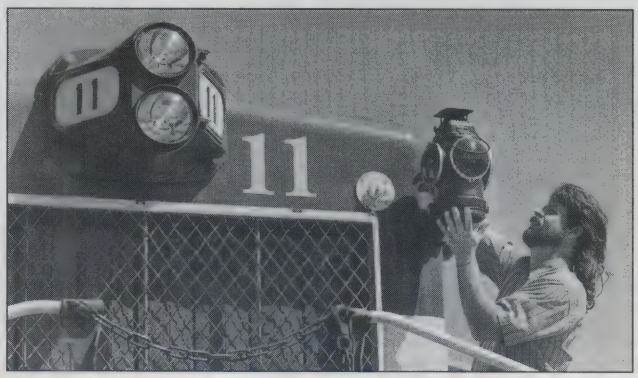
"There's a couple three good possibilities out there now," Schultz admitted, "but nothing as good as this."

It was true — there'd never be another Amador Central for Garth Brazil, Luis Leon, Annette Polte and Jeff Shultz. For the final four railroaders on the AC roster, Good Friday's farewell was more than a last run. March 28, 1997, marked the death of a family.

"This business just gets in your blood," Polte summed things up with a sigh. "It's very hard to let go."



Vic Neves and railfan dog Shawna photograph the last run at Ione with Ken Meeker and Mark Acuna at left.



*Engineer Jeff Schultz takes down the final markers on the Amador Central, a few minutes before moving No. 11 into the enginehouse (**left**) for the last time.*

Postscript

Two months after Amador Central's final run, three of the line's four employees had found new jobs in the railroad industry. SW1200 No.11 was reassigned to the Quincy Railroad serving Sierra Pacific's Quincy, California, sawmill, while SW7 No.12 was bound for QRR's satellite operation at the SPI mill in Susanville, California. Baldwins 9 and 10 were bound for preservation, specifics yet to be determined. Particle board remained in production at Martell, where SPI planned to raze the remaining facilities. A number of parties had expressed interest in purchasing the railroad outright. For the time being, abandonment talk had ceased.

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On The Menu

by JAMES D. PORTERFIELD

Dynamic Breaks

THIS COLUMN EVOLVED as it was being written. I set out to report on several different items that had piled up on my desk. The content had its own plans.

Starting where I'd planned to, the first letter is from Steve Davis, a 14 year-old reader from Yorkville, Illinois, who wrote to nominate *Depot Express* for last month's "Do It Yourself" column.

"This eatery is in Geneva, Illinois," Steve writes, "in the Metra Station (316 Crescent Place; 630/232-4509; no credit cards). It's accessible from Chicago or any city on the Union Pacific West Line in between. From the tables in the restaurant you can view Union Pacific, Chicago & North Western, and occasionally Southern Pacific or Rio Grande-powered freight trains." *Depot Express* Manager Barry Sobotka adds, "We are a coffee shop / deli, open at 4:30 a.m. — the first Metra train out is at 4:45 — to serve mostly coffee and espresso, muffins, bagels and donuts to morning commuters. The rest of the day we are known for our great deli sandwiches. Geneva is an historic town. People come and go all day to shop. During evening rush, commuters buy coffee and things for the drive home or for dinner. We close at 6:30 p.m." This schedule is Monday through Friday, with hours from 6:30 a.m. to 2:05 p.m. on Saturday, closed Sunday.

Window tables sit as close as eight feet from the two tracks passing the building, affording views of Metra's eight or so rush-hour trains — between 5:30 a.m. and 8:00 a.m., and again from 4:00 p.m. to 6:00 p.m. — or the more leisurely day trains, with freights visible throughout the day. The station is twelve years old says Sobotka, and houses five businesses, including Cardiff Brothers Trains, a hobby shop.

"We're auditioning artists to create a six-foot by 38-foot railroad mural," Barry says. "It will portray scenes along the line from Chicago at one end to the old Geneva Station at the other. Come in and watch the artist work this fall." Train-watching wherever you look! Sounds good to me.

Geneva's Metra trains originate and terminate at the station and depart the North Western station in Chicago at Madison and Canal Streets. Allow 54 minutes (express) or 68 minutes (local) to and from Chicago. For schedules, call Metra at 312/322-6777.

It was during such a call, to check my facts, that my column changed. I encountered a Metra representative who, when she learned why I'd called, said, "Surely you know about Walter Payton's Roundhouse Complex in Aurora, Illinois?" Allowing as how I didn't, she said, "Call them. You catch our trains to Aurora at Union Station."

"We sure are that," said the Roundhouse's Scott Ascher when I described "trackside eateries" for him. "We occupy the CB&Q's roundhouse, built in 1856. It's the oldest existing limestone roundhouse in America." Occupying 72,000 square feet, the complex was literally raised from the rubble that was the railroad facility. "Our bar's front panel is made from wood and steel plates — complete with rivets — found on the site. The bar's foot rail is actually a piece of rail we found here." Located at 205 North Broadway (630/264-2739; 11:00 a.m. to 11:00 p.m. Sunday through Thursday; to midnight Friday and Saturday; major credit cards accepted), the complex includes a Payton museum, banquet facilities, Bay 26 (a retailer); the Cognac Cigar Bar and more, including, of greatest interest, America's Brewpub (none of the labels feature a railroad motif).

When asked if trains were visible from inside, Ascher was quick to respond: "You sit in two roundhouse bays whose doors have been replaced by glass. You oversee Metra and BNSF activity at all hours of the day. We feature American regional cuisine. Metra trains originate and terminate here. I gotta go. A train's coming in." I should have known better than to call at rush hour. You can learn more at the Pub's web site "www.americasbrewpub.com."

To make it easy for you to do Geneva and Aurora in one weekend, the friendly Metra representative — she asked to remain anonymous because I was supposed to be getting this information from the media relations office — suggested you consider Metra's $5.00 Weekend Pass. "It's good on any, all and every one of our lines all weekend long," she said. Call Metra for details.

Meanwhile, I recently bumped into Jim Simpson, Amtrak's product line director for the Washington-Chicago *Capitol Limited* and *Cardinal*. He was inspecting a recent run of the *Capitol Limited*, and caught me typing in my room. Learning of my column, he pointed out that you can employ the *Cardinal* for a do-it-yourself Ride 'n' Dine to Charlottesville, Virginia.

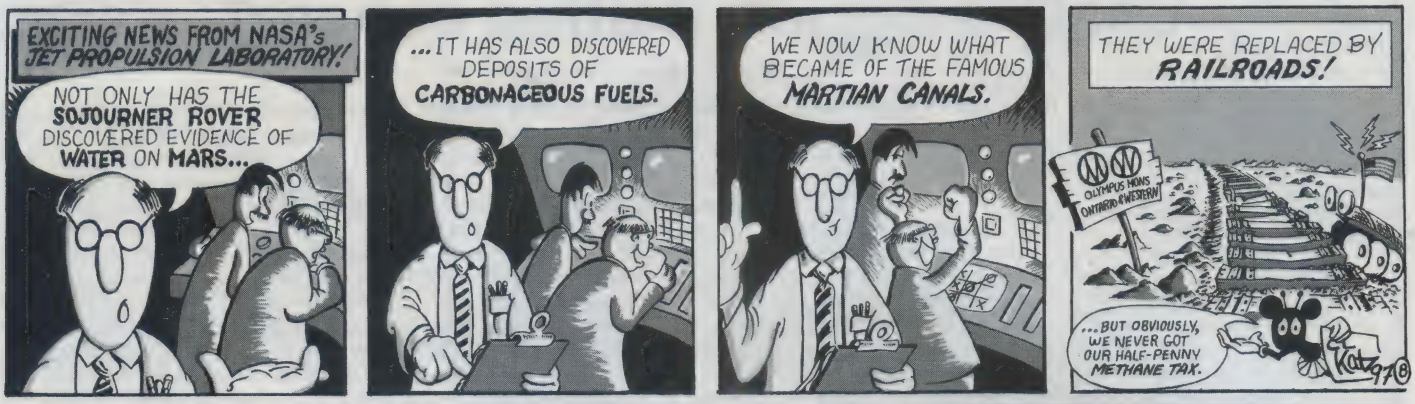
"You leave Washington at 11:00 a.m. and arrive in Charlottesville at 2:05 p.m. on Monday, Thursday or Saturday," Jim said. "The eastbound train carries you back, leaving Charlottesville at 5:11 p.m. and arriving back at Union Station at 8:10 p.m. The Charlottesville station is downtown, walking distance to a number of eateries and a mall."

Calling to verify the schedule for the *Cardinal*, I learned that meal service on this scenic train was recently upgraded. In June, when a second sleeper was added to the consist, a dining car was also added. Offering a modified menu — meaning fewer selections than are found on a full dining car menu — riders nonetheless enjoy a meal

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

RAILFUN

by CURT KATZ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WE NOW KNOW WHAT BECAME OF THE FAMOUS MARTIAN CANALS.
THEY WERE REPLACED BY RAILROADS!
OLYMPUS MONS ONTARIO & WESTERN
...BUT OBVIOUSLY, WE NEVER GOT OUR HALF-PENNY METHANE TAX.
Katz 97

cooked to order by a staff of one in the galley, served on a tray (not china) at your table.

"Response to this test has been good so far," Simpson says. Marc Magliari, an Amtrak intercity trains spokesperson, is more enthusiastic. "Even railfans, who are usually adverse to tray service, have responded with favorable comments," he says. "They recognize that this is not microwaved food and appreciate the added amenity on a train previously served only out of the lounge car."

Before leaving Amtrak, I want to comment on — praise, if you will — the skill and professionalism I encounter on every run of the *Capitol Limited*, a daily train I frequent on business trips to Chicago. Product line director Simpson points out that its riders are mostly through passengers, boarding in either Washington or Chicago for the length of the trip. The crew is professional, the menu in the dining car is interesting and varied, the food is cooked to perfection and the train is on time (I was a half-hour early into Chicago on this run). The *Capital Limited* is a consistently pleasant and predictable experience, just what a frequent traveler wants.

What I cut to accommodate this "dynamic break" will have to come later.

A Reminder: It's not too early to book your Thanksgiving, Christmas or New Year's Eve dinner on board one of the nation's dinner trains. Consult the 1997 Guide to Dinner Trains (R&R June 1997) and updates (July and August 1997) for locations and telephone numbers. Trains book full early for these special occasions. The early bird gets the bird/ham/sausage, or something like that.

CAMERA BAG

by JIM BOYD

Location, location . . .

GUEST COLUMNIST: STEVE BARRY

WHAT DO THIS MONTH'S FEATURE on the *Eureka* on the Cumbres & Toltec Scenic and the coverage of 844's trip through the Royal Gorge have in common? Well, both deal with steam locomotives. But more significantly, the *locations* where the locomotives are running make the stories newsworthy. The *Eureka* doesn't normally operate on the C&TS, and 844's trip will likely be the last steam-powered through passenger train over the Royal Gorge Route.

Recently, photographer Roger Cook was visiting the office and dropped off the photo of the *Eureka* in front of the Cumbres section house that appears on **page 30** in Jeff Terry's feature. He had ridden the Friends of the C&TS photo charter of the *Eureka* but had taken the shot at Cumbres the day before when the small engine made a special run up the hill from Chama. He lamented that only chasers got photos of the *Eureka* where you could obviously tell it was on the C&TS — at Windy Point, at Cumbres and so forth. The runby locations for the charter were held at locations that "could have been anywhere in the West."

When the photos started coming into the office of the Central Coast Chapter's *Royal Gorge Steam Special,* editor Boyd noticed that most of the shots showed the train nicely — in fact, most showed the train traversing stunning scenery — but there were very few that a viewer could say with certainty, "That was taken on the Royal Gorge line." The notable exception was Steve Brown's photo on **page 31,** which clearly shows 844 *in* the Royal Gorge.

When shooting trains in unusual territory, look for scenes that clearly put the train into its geographical context. Granted, sometimes you may need to sacrifice getting several locations in exchange for the one that tells the complete story. (Although it undoubtedly took Steve quite a while to get out of the gorge and resume the chase, he did get another very significant shot at Red Cliff, also on **page 31**!) But by forsaking several side-of-the-road shots, Steve captured two of the images that put the entire trip into context for a magazine like ours.

Back in 1992 when Union Pacific sent Challenger 3985 to the San Jose NRHS Convention, the inbound move sent the train through California's Feather River Canyon.

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Charles Kuralt: Railfan at heart

ON JULY 4, 1997, CBS broadcaster Charles Kuralt died of complications of lupus at New York Hospital, near his Greenwich Village home in Manhattan. He was 62.

In 37 years of television news, Kuralt was best known for his *On the Road* series that presented a look at small towns and interesting people to America. Kuralt's observations, vocal cadence and writing style made almost anything he did a masterpiece. Kuralt retired in 1994. Most of the *On the Road* segments were filmed between the later 1960s and the late 1980s.

While Kuralt's obituary appeared in just about every newspaper in the United States, we are presenting one here because Kuralt was one of us — he must have been a railfan, if not by declaration, at least by heart. The many railroad-related subjects depicted in the *On the Road* series, I think, contain some of his best work. During November and December 1982, Kuralt broadcast over CBS Radio "Exploring America: A Passage by Rail," a sensitive look at everything from steam locomotives to Amtrak. R&R editor Boyd presented the text of the radio narrative and illustrated it with photos in the May, July and September 1983 issues.

In *On the Road,* Kuralt covered subjects such as the Graham County Shay (the "Sidewinder," he called it), the last run of the Wabash *Cannonball*, the bell-ringing gripmen of the San Francisco cable cars, the Clinchfield *Santa Clause Express* and the story behind SP engineer Billy Jones' narrow gauge 2-6-2 No.5 that regularly ran in a Los Gatos, Calif., park. As for railroad people, he covered CPR's world champion whistling brakeman Roy Thorison, the genuine gandy dancers of the Mississippi Export Railroad and BN locomotive engineer Mona Allen, a 19-year-old woman who, at the time, was regularly running 15,000-ton coal trains between Mandan, North Dakota, and Glendive, Montana. He paid much attention to L&N engineer Billy Byrd, both at the throttle of his steam tractor and in Crab Orchard & Egyptian's 2-8-0 (Billy Byrd still occasionally operates steam at the Tennessee Valley Railroad Museum in Chattanooga). Kuralt described Billy Byrd as a poet — not a writer, but someone "who has inside him such a love of something, that just by telling you about it, he makes you love it too." By that description, I'll bet many R&R readers are poets.

One of my many favorites is the bit on private car Lehigh Valley 353, which was attached to the back of Amtrak's *Crescent* for this trip. While on jointed rail, Kuralt explained "you can race the clock, or be lulled by its ticking." During the final scene, shot from a helicopter, he described the ride back in time as "a thread pulled by a needle through the fabric of America." One of his most touching segments was a recall of the North Platte Canteen that included interviews with Rose Lunkar and her friends who helped feed every serviceman and woman who passed through North Platte on Union Pacific's World War II troop trains — all six million of them. This show may have halted urban renewal's wrecking ball, had it been produced before the depot was torn down.

For those fortunate enough to receive the Travel Channel, Kuralt's *On the Road* series appears in 30-minute compilations at various times, and the Arts & Entertainment network (A&E) completed and aired Kuralt's biography just after his death.

Kuralt will be remembered as America's chronicler, who made masterful stories from everyday and unusual people. And he seemed to love the railroad.

It is appropriate that he died on America's birthday.

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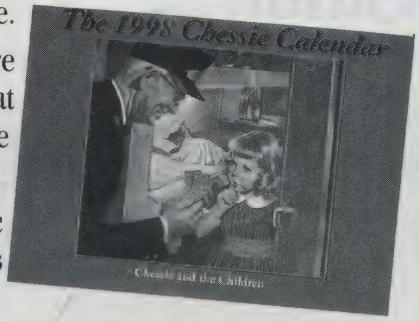

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by Mike Del Vecchio

Charles Kuralt
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My brother Bruce and I decided that rather than take a bunch of grab shots in the canyon, we were going to set up at two locations where the resulting photos would say "Feather River Canyon" to the viewer. Thus, we set up at Clio Viaduct on the east end of the canyon, then drove directly to Pulga to get the classic shot of the train under the Route 73 arch bridge. We might have gotten a half dozen grab shots had we so desired, but the two shots we did get make up for the lack of quantity it their quality.

When the UP 844 ran to Cache Junction from Salt Lake City during the 1997 NRHS convention, the best photo location on the line was at Bear Creek Canyon, a few miles south of Cache Junction. Even though it's a one-mile hike in to the location and 844 would be racing toward Salt Lake at 80 miles an hour, we gave up the entire southbound chase for the one shot (**page 64**). The rest of the run was through a forest of phone poles in a largely industrial area, so the one spectacular canyon shot was worth trading off three or four mediocre wedge shots.

There's a lot of risk in putting all your eggs into one shot — you could get dinked by everything from a cloud to an opposing train — but where there is a lot of risk, there generally is a better reward.

Conversely, when chasing SP 4449 on its Stampede Pass trip in June, we knew that the "shot that tells the story" would be of the train on the Pass somewhere. Due to the lack of easy access to Stampede, however, we knew that getting that one shot would mean sacrificing the rest of the chase. This time we deemed that getting only one shot wasn't worth the air fare, rental car and other expenses of the trip and passed up the "story shot" for several other views. Granted, it didn't hurt that there are two scenic canyons on either side of Ellensburg, Washington, that the train had to traverse on the way to Stampede, so we still got some very nice photos.

All too often, here at R&R we'll get shots in of, say, a Conrail detour over CSX, but all you see in the scene are Conrail units across a field. The viewer sort of has to take the photographer's word that this Conrail train is really on CSX. Had the photographer captured the train crossing the bridge at Harpers Ferry, West Virginia, or passing the depot at Thurmond in the New River Gorge, the *photo* would have told the story better.

Remember when you're out shooting, quite often the location is what makes the trip or the shot significant. Let your photos tell the complete story. ⊂

RAILROADIANA

by STEVE BARRY

What's new?

The world wide web — or internet — is all the rage today and is here to stay. It's estimated that over 40 million people are connected to it internationally, with a hundred thousand more joining each month. You can't pick up a newspaper or see ads on television without those little "www.com" addresses at the bottom. Our special interest railroad hobby is no exception and is getting quickly on board.

Former RAILROAD Magazine associate editor and former R&R IN SEARCH OF STEAM columnist Michael Eagleson, a long-time photographer, book author and steam locomotive owner, has established a single source for anyone interested in searching for trains on the internet. Professionally, Mike has owned a computer graphics business for twelve years, and he easily combined his computer knowledge with his love for railroads. There's already plenty out there to look at on the internet, but sometimes finding what you're looking for can be a hit-or-miss proposition. To make life easier on us railfans, **www.railfan-mall.com** is being developed to provide organized access to the net.

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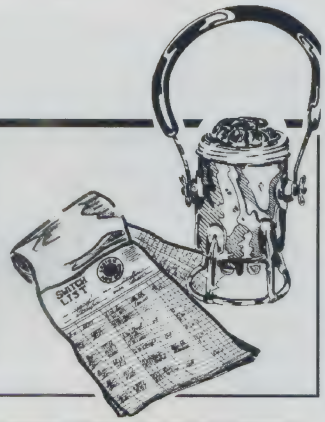

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VIDEOS

reviews by Christopher Kimler

"Burlington Northern Mississippi River Route," from Plets Express Railroad Video Productions.; $47.95 through Plets Express, P.O. Box 217, Altoona, WI., 54720, (715) 833-8899, Wisc. residents add 5% sales tax.

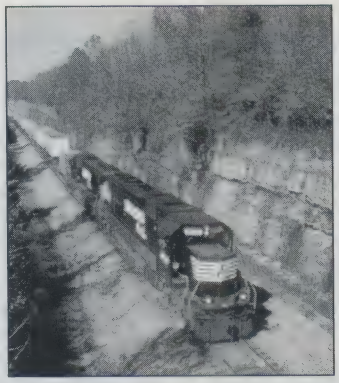
The tape starts off in the Twin Cities of Minneapolis and St. Paul. Locations visited include University Avenue and Daytons Bluff, where we see a parade of BN SD9s. From here, the tape progresses 300 miles down the east bank of the Mississippi along BN's former CB&Q main line. At East St. Croix, Wisc., we see St. Croix Junction where the Soo Line crosses the BN and then the Mississippi for its run down the west side of the river. The narration throughout the video provides a lot of interesting facts about the towns along the line, local history, the river and other non-railroad related topics. This tape, in addition to covering the BN's operations, is a good study of this river region.

A touch of class that I appreciated was the framing of approaching trains in the station signs that dot the right-of-way. These location identifiers are crucial in helping viewers to understand what they are looking at. Where station signs couldn't be worked in, titles at the bottom of the screen were added. And as usual, Plets provides an excellent map and BN roster. This small addition is something I wish other producers would start to include. They're cheaper than computer generated maps for every scene, and you can reference it any time you wish to orient yourself.

In addition to the endless stream of intermodal trains working their way from Portland to Chicago and New York, taconite cars rolling from and to the Missabe iron ranges of northern Minnesota, potash trains and general freights are "guest appearances" by Milwaukee Road 261 at Fountain City, Wisc., Wisconsin & Southern E9s at Crawford, Wisc., and run-through Canadian National lash-ups. Most of the locations are allotted two to three runbys, and then we are on to another scene. There are beautiful views from Twelve Mile Bluff in Alma, Wisc., looking down on the trains and surrounding landscape, shots of the river boat *Delta Queen*, views of different seasons and multiple trackside locations that do not become monotonous.

Plets puts out good material. I feel that it tends to be a little pricey at $30 to almost $50 for some of the videos, but they do run 90 minutes to two hours, so you do get quite a bit of good videography. I would add some archival material for those of us who delight in the history of the lines, and some human interest shots such as cab rides and in-tower shots. Overall, the photography is excellent, the production is professional and I really do love those maps!

next month in RAILFAN & RAILROAD



• THE RATHOLE: The Cincinnati, New Orleans & Texas Pacific, rebuilt by the Southern Railway in the 1960s, is a high-density north-south freight corridor for Norfolk Southern. Richard Borkowski, Jr., discovered the Rathole in October 1996 and takes us for a weekend tour of the action. Join him south of Cincinnati in the Kentucky mountains for big-time Thoroughbred railroading with some of the deepest cuts and highest bridges found in the East.

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TRANSIT CURRENTS

California BART and

ACRONYMS ARE EVERYTHING these days, and so we have both BART and DART sharing a news story because each has expanded its rail service. On May 9, 1997, the Bay Area Rapid Transit District extended its service into the Castro Valley, which is located on the east side of San Francisco Bay. The 14-mile extension is called the Dublin/Pleasanton line. The new service includes architecturally innovative stations at both Castro Valley and Dublin/Pleasanton, located in the median of Interstate 580.

It took eleven years from the initiation of the idea, through planning, engineering and construction, to the start-up of service. The two new stations bring the total number of BART stations to 39 in San Francisco, Alameda, Contra Costa and San Mateo counties and are the fourth and fifth to provide additional service to the public since December 1995. The last two years have treated Bay Area residents to the first expansion of the basic BART system in 20 years.

In the Lone Star State, the Dallas Area Rapid Transit expanded its service to its new Kiest, V.A. Medical Center and Ledbetter stations on May 31. These are the last three stations to open as part of a 20-mile light rail starter system. One more station is planned for the subway portion of the line, but it will not open for several years.

In June 1996 DART opened the first eleven miles of light rail line. In January of this year six more miles were added; the new extension adds three miles to the light rail service. Prior to the opening of the extension, the starter light rail system carried about 30,000 riders a day on an average weekday or about 700,000 people a month. The expansion is expected to increase the ridership by several thousand each day. Important to attracting riders is the free parking available at Kiest (465 spaces) and Ledbetter (386 spaces) stations. Parking is a key element in attracting patronage from a large catchment area. Thanks to Carl Ed for the news.

Good news from PATH

In 1948 the Hudson & Manhattan Railroad carried 66.2 million passengers. The H&M Railroad is now the Port Authority Trans-Hudson Corporation, a part of the Port Authority of New York & New Jersey. In 1996 PATH carried 60.7 million riders, an increase of 1.3 million patrons from 1995. The railroad attributes the increased patronage to new express train service during the morning rush hour between Newark and the World Trade Center and direct service between Hoboken and lower Manhattan on weekends. Capital investment and better management has given the public stations that are cleaner and brighter as well as better on-time performance.

The all-time high ridership in trans-Hudson service by PATH/H&M was 113.1 million in 1927. This was before the Holland Tunnel, the George Washington Bridge and the Lincoln Tunnel were built. The low mark in patronage was 26.4 million in 1965, prior to public takeover and major capital replenishment by the Port Authority. Thanks to Jon Goodman for the news.

Transit projects for Washington

The Washington Metrorail system is not quite finished yet, but mayor Marion Barry's administration is making some very long-range proposals to ease transportation in the nation's capital. An additional aim is to attract more people back into that city. It is an ambitious plan, with several large-scale transit proposals.

One element would be a $1.13 billion, 6.5-mile subway that would link Georgetown and Fort Lincoln. The subway would be built under M Street and then east along the New York Avenue corridor. When the Washington rapid transit service was originally proposed, Georgetown rejected the subway; apparently now it wants in.

Another item would be a new $20 million Metro station at New York and Florida Avenues. This would serve a large entertainment arena proposed for the site. A baseball stadium is what the planners are thinking about.

Another proposed element is a major street railway undertaking. This would be an above-ground trolley line along Georgia Avenue from at least the District line on the north and then south along Seventh Street to the southwest Washington waterfront. Other trolley lines would extend through the Adams-Morgan area, along the waterfront between Georgetown and the Navy Yard and from Seventh Street northwest to Minnesota Avenue SE and Anacostia. The plan also proposes water taxis that would link Georgetown, the Kennedy Center, the Lincoln Memorial, Hains Point, Anacostia, the National Airport and Alexandria.

Clearly this proposal, if acted upon, is not something to be carried out in the short run. The District's plan is to help it be what it wants to be a quarter century from now. Thanks to Marion J. Zych for the news.

No rail for San Fernando Valley

After years of dickering over the issue, a committee of the Los Angeles County Metropolitan Transportation Authority board voted decisively on January 16, 1997, not to seek federal funds for the design of a subway in the San Fernando Valley. This is about as close to sure death as this line has come in its on-again / off-again light rail,

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

Texas DART Expand

heavy rail, subway, elevated, monorail history. Of course elections and other matters could change things. But the whole sad story of the attempt to build rapid transit in Los Angeles is such that the expectations from here on out are pretty low.Almost from the beginning the Los Angeles Red Line subway construction project, now running at a cost of between $300 and $400 million a mile, was poorly handled. The press was ready to snipe at almost anything. The board was unhelpful, and indeed often a major stumbling block, and was frequently noted for its interference in the management of the project.

There has also been corruption. A former comptroller of the MTA has recently been indicted for fraud and accepting kickbacks. Streets collapsed above the subway. Tunnel boring machines were victims of self-entombment. And the MTA helped itself not at all by building a large and spectacularly plush and expensive headquarters building. Regardless of what face is put on it, much of the Los Angeles transportation picture is a mess, and smog continues to be generated and life continues to be made difficult.

In the Santa Monica Mountains the work on the Red Line subway is proceeding far from the din and shouting of the politicians and their toadies. Whether the board members will treat one another with more courtesy, civility and less uproar, as demanded by the Federal Transit Administration and the U.S. Department of Transportation, remains to be seen.

How did Los Angeles go so wrong? Sober evaluators of the situation contend that the reason that places like Sacramento, San Diego, San Jose, Denver, Vancouver and San Francisco seem to have done good things with rail transport is that they had in mind the construction of a balanced transportation system that was convenient for users. The integration of bus, auto and rail transit is absolutely critical if taxpayers and citizens are to get what they need. Apparently the folks in Los Angeles, with enormous amounts of money to play with, did not learn from what others had done properly in other cities; the board continued to play its little power games.

If anyone wants to know the absolute failure of thinking in systematic terms in Los Angeles, witness the Green Line east/west light rail system. It misses the Los Angeles International Airport by about a mile. The airport is one of the most important destinations on the entire Pacific coast of the United States, and the MTA missed by a mile. What suffices for brains in Los Angeles? Here in Indiana such gray matter would be used to keep the roses growing. Thanks to John Allen Lee for the news.

The Trolley Museum of New York

In your travels, don't forget the Kingston, New York, Trolley Museum (89 E. Strand, P.O. Box 2291, Kingston, NY 12402). The museum season at Kingston will have operations during the good-weather months. The museum is actively looking for motormen to operate the trolleys and volunteers to help with a wide variety of activities.

Flashes

The creation of more jobs in **TORONTO** is believed responsible for the 2.7% increase in ridership for the Toronto Transit Commission. Ridership on TTC peaked at 459.2 million in 1990. Then came the economic recession, and TCC's numbers began to fall off. The low point was 372 million in 1996, but the first quarter of 1997 showed an additional 840,000 riders on the system.

The Amtrak engineer and conductor involved in the train collision in **SILVER SPRING, MARYLAND,** that killed eleven people early in 1996 have sued the state of Maryland and two rail companies. They want $100 million. They contend a train signal was taken out of service and removed without any safety justification and that another signal malfunctioned. They also allege that the engineer of the Maryland Rail Commuter Service train was speeding when the collision occurred. Thank Marion J. Zych for the news.

Fascinating ideas were presented in the *New York Streetcar News*, Volume 3, No. 6. of November/December 1996. There was a proposal to operate diesel-powered light rail vehicles between Long Island City and Jamaica on the Montauk branch of the **LONG ISLAND RAIL ROAD.** After that start-up, a longer term project would involve a new bridge across the East River to be sited north of the new Queens West development. Trolleys would run across the bridge and then down to 42nd Street where they might continue in an east/west direction between the east side of Manhattan and the Javits Convention Center on the Hudson. Sounds interesting.

Meanwhile, the 42nd Street Development Corporation will provide $300,000 to enable the four prospective bidders on the proposed **42ND STREET TROLLEY** and local utility firms to finally come to an agreement on how much utility relocation will be needed in order to construct the new trolley line. Information on the *New York Streetcar News* is available from the Committee for Better Transit, Inc., P.O. 3106, Long Island City, NY 11103.

According to the *Inside Track* of the Market Street Railway Company (P.O. Box 425063, San Francisco, CA 94142-5063), it appears that trolley operations to **FISHERMAN'S WHARF** may not happen in this century. There was a goof-up in the paperwork, and the low bidder failed to put in the proper Human Rights Commission compliance. The San Francisco Public Transportation Commission ordered a re-bid of the project, which will likely delay matters significantly.

The **NORTHERN OHIO RAILWAY MUSEUM** (P.O. Box 458, Chippewa Lake, OH 44215-0458) is in the process of building a carbarn. A fund drive is underway to finance the new three-track barn. Thanks to John Kostelnik for the information.

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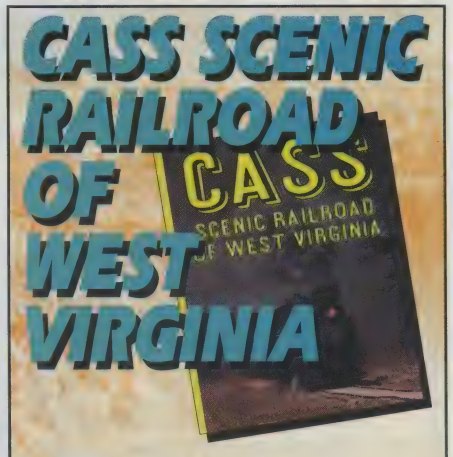

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AN EAGLE THAT ONCE PERCHED in Grand Central Terminal has begun its flight back home again. The cast iron eagle, which weighs in at one and a half tons, has stood amid azaleas in a Bronxville, New York, garden for as long as anyone can remember. The statue was turned over to Metropolitan Transportation Authority chairman E. Virgil Conway and Metro-North Railroad president Donald N. Nelson by property owners Laurie Hawkes and Paul Grand Pre.

The eagle was one of 16 that graced the turrets of Grand Central Terminal's predecessor, Grand Central Station. When GCT was constructed in 1910, the old station was demolished, and the eagles were scattered. They were forgotten until a photograph of one that wound up at the North Tarrytown, N.Y., station appeared in the New York *Daily News* in 1965. The photo led to nine more "eagle spottings." As branch manager of Long Island Rail Road's Port Jefferson line, I took an interest in the whereabouts of the birds ten years ago and discovered eight of the ten eagles were still where they were in 1965. The ninth was purchased by David McLane, the *Daily News* photographer who had rekindled the interest in the eagles, and moved to his home. Somehow the tenth eagle, which was in Mount Vernon, N.Y., has vanished in the intervening years.

Because of the Bronxville eagle's deteriorated condition, Metro-North employees had to cushion the big bird before lifting it with a crane and placing it in a cradle for transport. It was sent to Metro-North's White Plains, N.Y., maintenance facility. In 1998, upon completion of restoration work for both the statue and the Terminal, the eagle will land one final time in GCT — DAVE MORRISON.

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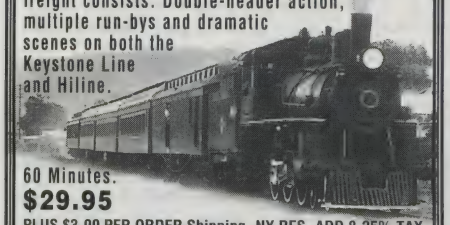
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THE HEBER VALLEY RAILROAD hosted the first day's events of the National Railway Historical Society's *East Meets West* Convention, based in Salt Lake City, on June 24, 1997. Following two daytime trips, RAILFAN & RAILROAD hosted a night photo session with Heber Valley's Union Pacific 2-8-0 618 on a freight. A steam powered freight was also featured on June 25th, when the convention traveled to the Nevada Northern at Ely. NN 2-8-0 93 and 4-6-0 40 powered a double-headed freight for the photo line (**below**).

East Meets West

THE NATIONAL RAILWAY Historical Society held its annual Convention from June 24 through 28, 1997, in Salt Lake City, Utah. This year's event, named *East Meets West,* was hosted by the Society's Promontory Chapter. While NRHS Conventions in recent years have been somewhat scaled down from the big steam bashes that became the norm in the late 1980s into the early part of this decade, this year's event did have main line steam with the presence of Union Pacific 844. Also featured were a couple of steam tourist railroads, a short line and a rare mileage UP trip with the high-class E9 diesel set.

The convention headquarters was the Little America Hotel, located not far from Temple Square. Despite the downtown location, shuttle buses had to be used on every trip. Often a headache for convention committees, this year's buses seemed to be where they were supposed to be for every trip.

The primary activity the first day, Tuesday the 24th, was a trip over the Heber Valley Railroad. Power for the trip was Union Pacific 2-8-0 618, one of the truly overlooked restorations running today. The Consolidation put on quite a show hauling two trips with a total of 350 people on board out of Heber City, with a pair of runbys on each trip.

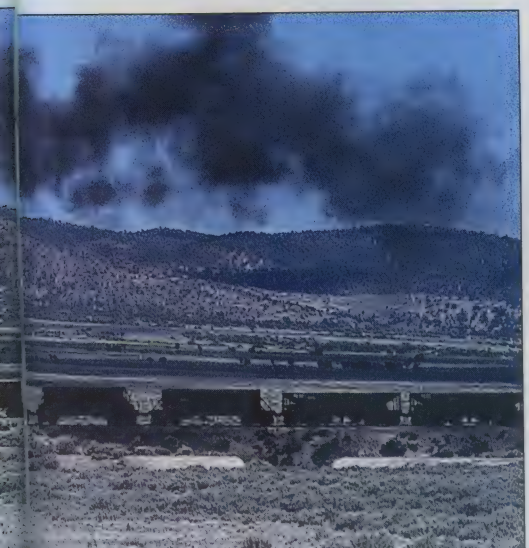
KODACHROMES: BELOW, ROBERT KAPLAN / ABOVE, STEVE BARRY; LUMEDYNE LIGHTING BY STEVE BARRY, KERMIT GEARY, Jr. and JOHN TULLY

Union Pacific NW2 1011 assisted in switching moves during the day, and those on the first trip had a chance to see Alco MRS1 1813 do some switching as well.

Since there were no night photos included as part of the convention itinerary, RAILFAN & RAILROAD put together two sessions and offered them to anyone who could get to them. The first one was held on Tuesday night at Heber City, with UP 618 posed on a short freight train. Following two scenes of the freight, the 618 was cut off and posed by the Heber shop with NW2 1011. Despite the late hour (who schedules night photo sessions for the fourth-longest day of the year, anyhow?) the Heber Valley crew remained enthusiastic and showed absolutely no signs of boredom while we positioned the photo lines between each setup. Handling the electronic flash chores was the experienced East Coast Lumedyne crew of John Tully, Kermit Geary and yours truly.

For some reason, two of the best trips offered at the Convention were run on the same day. On Wednesday the option was offered to either go to the Nevada Northern at Ely (a looong bus ride from Salt Lake) or ride a rare mileage circle trip to Lynndyl, Utah, behind E9s 949 and 951, along with E9B 963. The NN offered up a doubleheader with 4-6-0 No.40 and 2-8-0 No.93, as well as the pair operating separately on freight and passenger consists for 250 passengers. The reviews from photographers indicated the runbys were very good. Meanwhile, the E9s headed south with 575 people in the Armour-yellow trainset from Salt Lake to Provo, then over a UP branch to Lynndyl. The E's ran around the train at that point, and the return trip was made over the UP's Las Vegas-to-Salt Lake line. This trip also had a couple of decent runbys, and featured a mix of 40-mile-an-hour branch running with near-80 main line speeds.

Thursday's trip put the Salt Lake area's role in rail history into perspective. A tour was offered to Promontory, where the National Park Service operates Golden Spike National Historic Site. A re-enactment of the events of May 10, 1869, when east and west were joined by "a ribbon of steel" was held, with the replica Union Pacific 119 and Central Pacific *Jupiter* once again touching pilots head-to-head. A stop was also made at Ogden Union Station which houses, among other attractions, a rail museum. On display outside the station are more modern examples of power than what was seen at Promontory, such as Centennial



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UNION PACIFIC's E9s and the Armour-yellow streamliner trainset were used on a circle trip from Salt Lake City to Lynndyl and return on Wednesday, June 25, 1997. The train was photographed on the Provo Sub about five miles out of Lynndyl. On Thursday, June 26th, convention attendees were able to view the recreated Central Pacific *Jupiter* and UP 119 touching pilots at Golden Spike National Historic Site near Promontory (**right**). In addition to Promontory, the museum tour included a stop at Ogden Union Station. UP 4-8-4 844 powered a trip from Salt Lake northward to Cache Junction, near the Idaho border, on Saturday, June 28th, once again utilizing the yellow UP trainset. The excursion was traversing Bear Creek Canyon, about five miles south of Cache Junction, on the southbound leg of the trip (**below**).

KODACHROMES: ABOVE, DOUGLAS COTTS / TOP: STEVE BARRY

6916 and gas-turbine 26. In all, over 700 people visited the two museums.

That evening, R&R hosted its second night photo session, this one in downtown Salt Lake. We started off with UP 844, which hadn't yet been fired up for Saturday's trip, so we basically had a dead engine to work with. We then moved down the tracks a little and shot the equally dead E9s. The group was small despite the low cost of the event (free), so what we lacked in liveliness we tried to make up for in composition. Greatly helping matters was an enthusiastic security guard, hired by the UP to keep an eye on things overnight. He volunteered to clear the scenes of stray autos and people and pretty much gave us room to set up the lines where we needed to maximize the compositions. He had seen people coming down to the 844 all week with tripods and flash gear, and by the time the Convention was wrapping up on Friday night he was packing a tripod and joining in on night shoots.

Friday was the traditional seminar and meeting day, with the only rail activity being a short trip on the short line Salt Lake, Garfield & Western. A pair of trips departed the Saltair Route's yard near downtown and went about five miles west. A nondescript runby of sorts was held where the locomotive ran around the train on a wye. About 75 people rode each of the two trips.

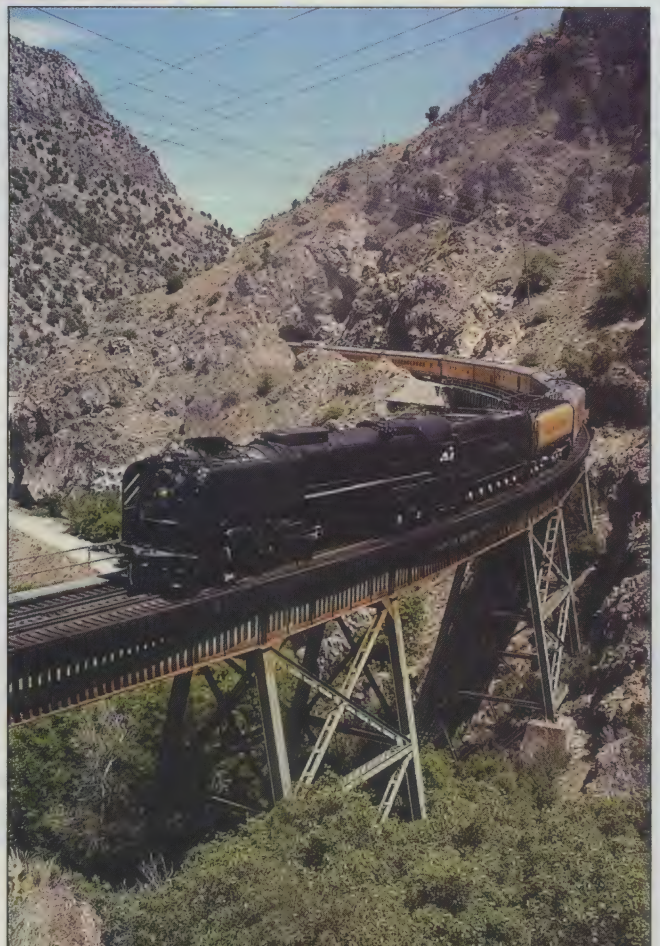
The annual banquet featured UP's humble steam boss Steve Lee as the speaker. Actually, Steve is full of stories, and he kept the 500 people extremely entertained with stories of running a steam program in the 1990s. The following day, Steve had a chance to show off the steam program as 4-8-4 844 powered a high-speed run from Salt Lake north to Cache Junction, just south of the Idaho border. This trip was not a sell-out, perhaps partially due to the fact that the trackage was used by Amtrak's *Pioneer* until earlier this year. Ticket sales to the general public boosted ridership up to 610 participants. Photo runbys were held each direction just south of Cache Junction.

Overall, this was a very balanced Convention, with a good mix of main line steam and diesel, as well as the steam tourist lines and the diesel short line. Next year's convention heads to Syracuse, New York, which will be located either on Conrail or CSX, depending on where the merger stands. You can probably count on trips over short lines like the Finger Lakes Railway and perhaps the northern lines of the New York, Susquehanna & Western. Main line steam is unlikely, and even Susquehanna's Chinese 2-8-2 142 is a question mark.

In 1999 the NRHS heads to Sacramento where the Central Coast Chapter will play host. Central Coast hosted the 1992 San Jose convention, which was both a logistical and photographic success. Look for Union Pacific to once again play a major role in that event.

For more details on upcoming Conventions or for membership information you can contact NRHS at P.O. Box 58547, Philadelphia, PA 19102 — S.B.

KODACHROME: STEVE BARRY



Royal Gorge runbys

The 1997 NRHS Convention was, to a large extent, overshadowed by the Central Coast Chapter's *Royal Gorge Steam Special,* which ran June 21-23, 1997 (**page 31**). It was viewed by some as being the inbound convention trip but was in reality a completely separate event. The internet has been jumping with commentary on this trip, with the reviews ranging from great (from a mileage standpoint) to mixed (especially on photo runbys). Nonetheless, internet watchers are getting a real lesson in the logistics of a railfan trip, as Steve Lee has joined in on much of the dialogue about runbys, explaining why UP did what they did. As Steve related on the internet, "Factors that must be considered when selecting a runby site include the location of signals (will we have to consume time getting the dispatcher to line switches or signals to make the reverse movement, and again

for the forward movement, and again to back up and reload?); road crossings (nothing like having the entire motocade invade the photo line); private property; traffic (are we going to delay a train behind us if we do this?; will we or he hog-law because of it?; what about opposing trains?); the time the pilot crew has left to work before they hog-law and grades (it is sheer stupidity to be jockeying around trying to stop and start on excessive grades). You don't unload people into water-filled ditches, weeds over their heads and so forth. A lot of what looks like ideal places from an automobile on the highway across the river turns out to be not so good when you actually walk the site. For example, with a train this size, you need a good unloading area that is a quarter-mile long at bare minimum." He continues, "I've had a number of people offer advice (on runby locations) before and after the trip, but when I ask them, 'Is there room for you and 599 of your closest friends?,' I always get a blank stare, followed by, 'Oh, yeah, I forgot about that.'"

On the second day of the trip, June 22nd, the pilot crew that boarded at Cañon City had already been on duty four hours when they got on the special, which put an eight-hour limit on the time the train had to reach Minturn, the next crew change point. The train made it with about eight minutes to spare before the pilot crew outlawed. Had the crew gone dead before reaching Minturn, the next rested crew that was qualified to run the rest of the way into town would not have been available for almost five hours. Had there been a runby, arrival in Grand Junction would have been after 2:00 a.m. — S.B.

KODACHROME: STEVE BARRY; LUMEDYNE LIGHTING BY STEVE BARRY, KERMIT GEARY, Jr. and JOHN TULLY

UNION PACIFIC 844 AND THE E9s were the subject of the second R&R night photo session, this one on Thursday, June 26, 1997, in Salt Lake City.

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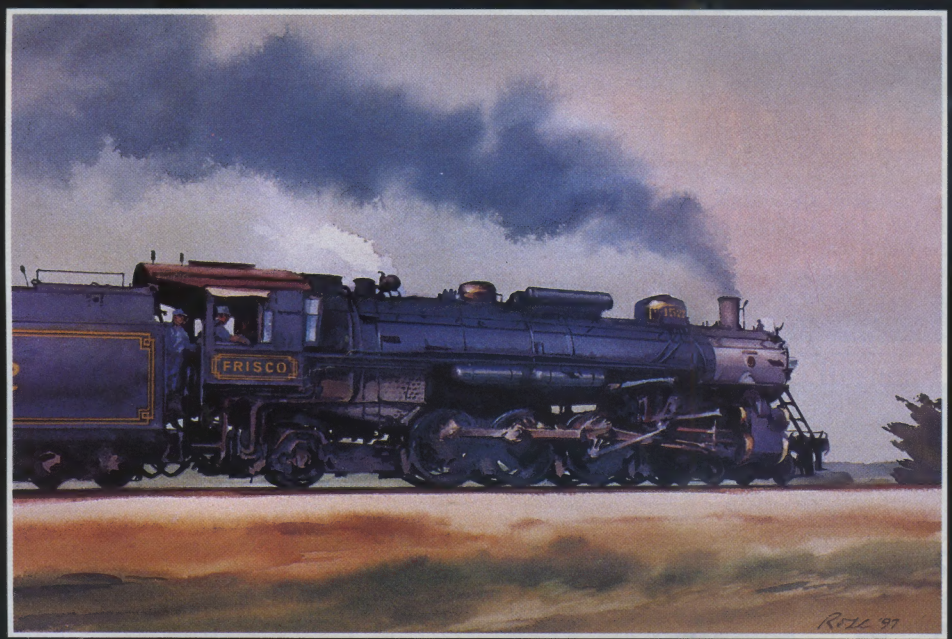
JERRY MOYERS

Conventional view

Stories of the Royal Gorge motorcade are almost becoming legendary, starting with the three-mile-long backup on I-25 along the Joint Line south of Denver to folks not being able to get to their planned locations on Tennessee Pass, even by trying to arrive early, due to heavy traffic. The best line heard at the convention came from NRHS president Greg Molloy, who rode the Royal Gorge trip. After a stretch where the tracks and chase roads had been separated for a considerable distance, the two came together again where some bluffs overlooked the tracks. It seemed every chaser had congregated on that bluff, and looking up from the train at the photo line on the hillside Greg described the sight as "the last thing a doomed wagon train would see."

Steve



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KODACHROME: DON R. FLYNN

UNION PACIFIC SD90MAC 8100 and SD60 6021 powered a Los Angeles-to-Portland RoadRailer train through Sandcut on Tehachapi Pass in California on June 28, 1997. Increased business and the acquisition of more trailers has resulted in frequent Roadrailer movements over Tehachapi in daylight.

KODACHROME: DAVID HURT

EASTERN FARMERS CO-OP in Corson, South Dakota, has put its Baldwin DS4-4-1000 No.606 (**below**) up for sale. The unit was originally delivered to Seaboard Air Line in 1950 as 1450. It was later Seaboard Coast Line 62 and acquired by the Co-op in 1981. Replacement power is former-Conrail SW1200 9341, still in full blue dress with Co-op lettering over the Conrail logo. The venerable Baldwin was photographed at Corson on June 25, 1997.

COLUMBUS & GREENVILLE 2777 is one of two former-Southern Railway GP38s purchased from NS by the Mississippi short line. Sister 2785 was the first to be painted by the C&G, with the 2777 following. Both units retain their NS/SR numbers and operate over the C&G's 175-mile line between Columbus and Greenwood. The pair was photographed at Columbus on July 1, 1997. Also recently painted by the C&G was CF7 807, which works out of Greenville and Greenwood. Prior to acquiring the GP38s the C&G had used sister road Luxapalilla Valley's ex-NS/SR GP38 2880, as well as the C&G's own GP7s and CF7s.

KODACHROME: IAN PLATT

KODACHROME: IAN PLATT

PRAIRIE LAND's SW1 was at Garden City, Iowa, on June 26, 1997. The 1940 switcher **(left)** was built for the Patapsco & Back Rivers Railroad of Baltimore, Maryland. It was owned by IES Utilities in Omaha, Neb., before being acquired by Prairie Land, a farmers co-op based out of Hubbard, Iowa. PL leases two miles of track from the UP and connects with their Kansas City - Minneapolis line at Garden City, Iowa. Prairie Land was unable to determine the unit's original number, and no new number will be applied.

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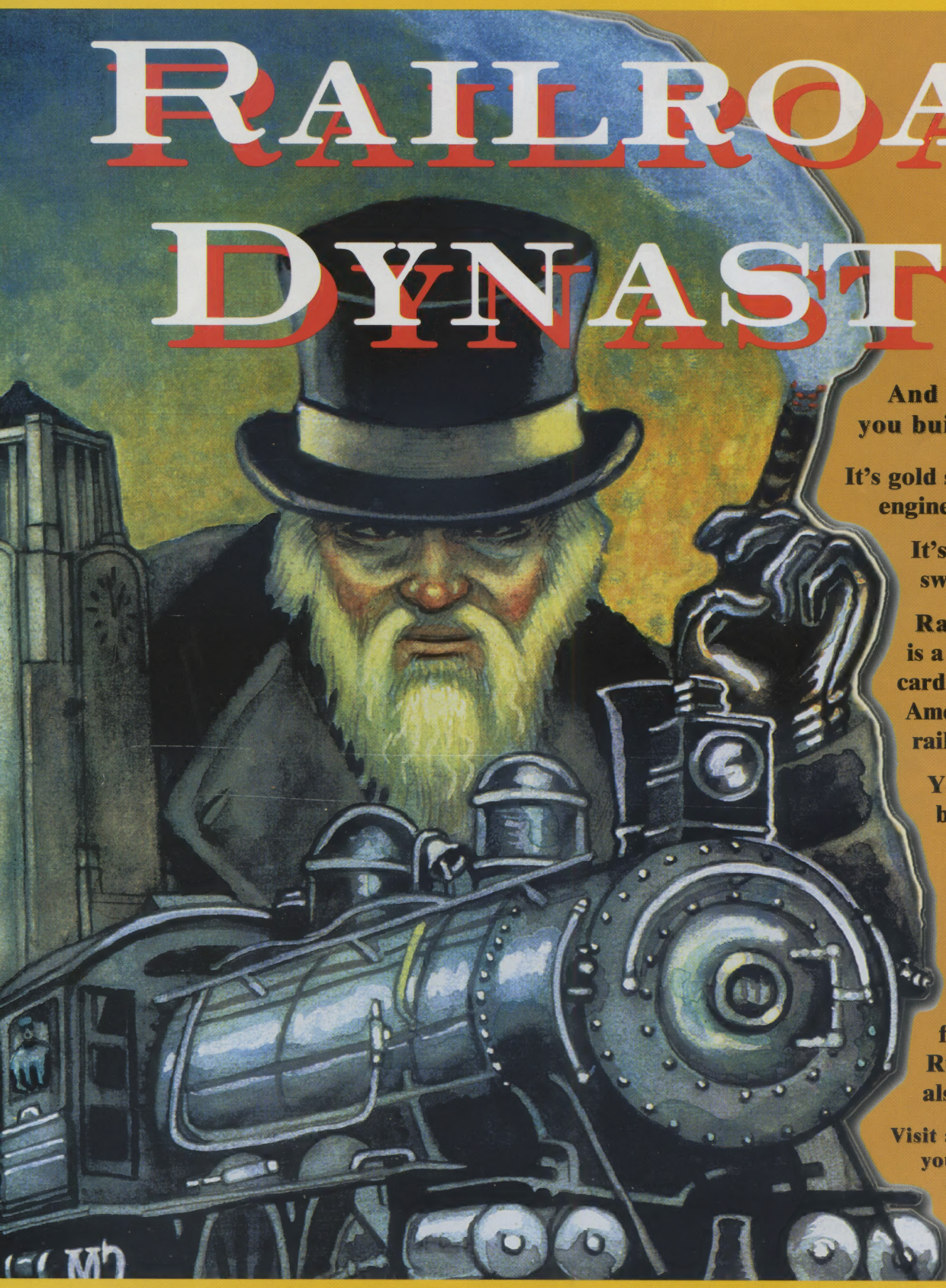

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